

MURPHY WINS ANOTHER ONE

See Page 1

MOTOR RACING

Vol. 1—No. 24 119

Los Angeles, Calif.

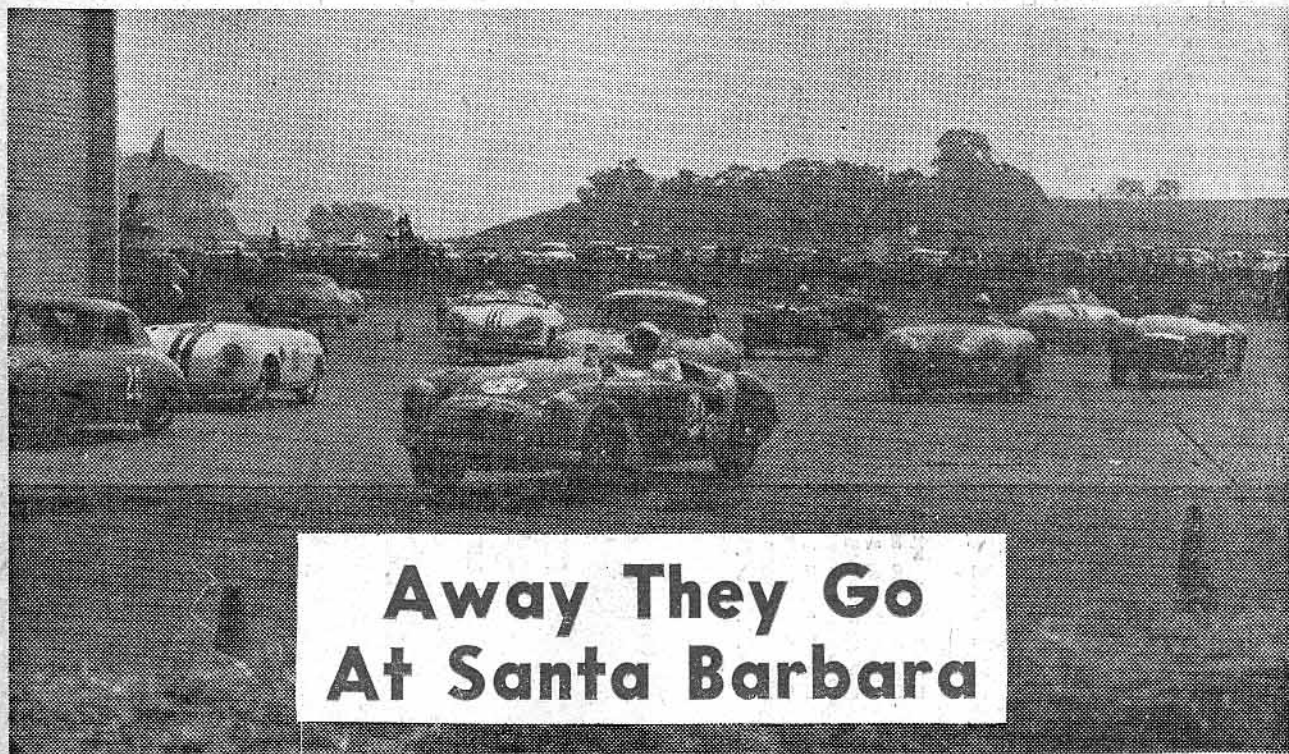
(Published Bi-weekly)

September 7—14, 1956

Price 15¢

Drivers Blast Cal. Club! Black Flags Arouse Ire

See Page 1



Away They Go At Santa Barbara

KEN PARKER'S camera catches the action as one of the fields thunders around turn one at least week-end's sixth running of the Santa Barbara road races. Sunday's over-

1500cc main event was won by Bill Murphy in his Buick-Kurtis, while the under-1500cc race was captured by Ken Miles in a 550 Porsche Spyder.

SANTA BARBARA RACE CHARTS

See Pages 6 - 7

MotoRacing Goes Up



RISING costs of printing and newsprint have made it necessary to raise the price of MOTORACING. The yearly subscription rate of \$2 is now \$3, or \$8 for three years, and the foreign rate has gone up from \$3 to \$4.

Individual copies of the only bi-weekly sports car publication in the country is now 15 cents instead of 10 cents as heretofore.

Not yet one year old, MOTORACING'S growth has been nothing short of phenomenal. Its acceptance by both readers and advertisers was immediate.

Since the first issue was published Oct. 21, 1955, the advertising volume has increased 112 per cent!

Response to advertisers' message has come from all over the U.S. and abroad. Examples are too numerous to mention here. Recently, however, Bud Goodwin of Sports Car Engineering pointed out he had received two dozen letters to his MOTORACING ad from the East, Midwest and New England states—this exclusive of local Southern California inquiries.

And Carl Gardner of Gardner-Reynolds cites that recently he received, of all things, a PHONE CALL from Lake Charles, La., from a party who ordered Dunlop tires as the result of the ad he saw in MOTORACING.

MOTORACING now lists paid subscribers in 46 states in the Union and 14 foreign countries.

As one reader said on hearing of the subscription rate increase, "It's still a bargain, believe me!"

Concours To Schoenert

Don Schoenert of North Hollywood continued his winning ways as his Aston Martin DB-2/4 was adjudged "Best of Show" in the CSCC's fourth annual Santa Barbara Concours d'Elegance on Labor Day at the Biltmore Hotel.

Premier awards went to Beverly and Leonard Clow, VW; Jack Coerne, Mercedes-Benz 190SL, and Schoenert, Aston Martin-DB-2/4. Functional costume award was won by Sylvia and Harald Treichler, DKW. (Winners on Page 10, Col. 2)

Hansgen In SCCA Win

THOMPSON, Conn., Sept. 3—Although he drove a perfect race, even Walter Hansgen himself doubtless would admit that Lady Luck rendered an assist in his victory here today in the SCCA's National Championship road race before 15,000 fans.

Masten Gregory, tooling Temple Buell's 2-litre Testa Rossa Ferrari, encountered starting trouble and lost a half-lap when his motor stalled just as the green flag dropped. He drove (Continued on Page 11, Col. 1)

DRIVERS' GROUP IN BLAST AT CSCC

By FLAVIO ST. GERMAIN

THE RISING wave of resentment against the powerful California Sports Car Club reached a new high last week when it became the target of a couple of lethal salvos fired by none other than the race drivers themselves.

The shots came from the Western Region of the National Sports Car Drivers' Association, of which Jim Peterson is president.

In a sharply-worded letter directed to the club, but in reality intended for its policy-making Board of Governors, the NSCDA charged the CSCC of:

- (1) An increasingly cavalier attitude towards the drivers.
- (2) An apparent policy of complete subjugation of driver interests and consideration.
- (3) An apparent entrenched management.

The letter, signed by J. W. Reed, secretary of the drivers' group, was the outgrowth of the black-flagging for "erratic driving" at the recent Paramount Ranch road races of two experienced pilots, Ed Kretz and Rudy Cleye.

GROUPS OPPOSED

Joe Weissman, president of the Cal Club, was singled out by Reed for allegedly refusing to recognize any group representing drivers. Reed told the (Continued on Page 4, Col. 3)

Excuse, Please

Please don't blow your stack if you receive this issue of MOTORACING a day or so later than usual. Labor Day knocked a complete working day out of the schedule. The printery was shut down. Sorry.

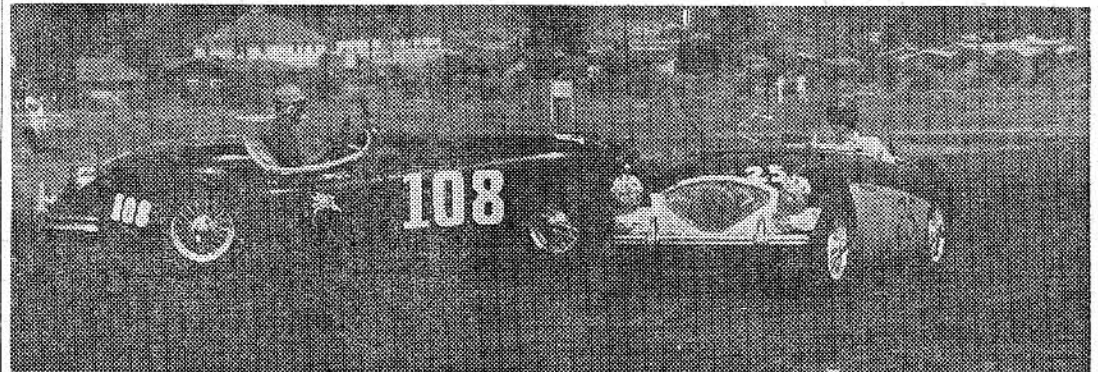


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Action on Turn 9 at Santa Barbara



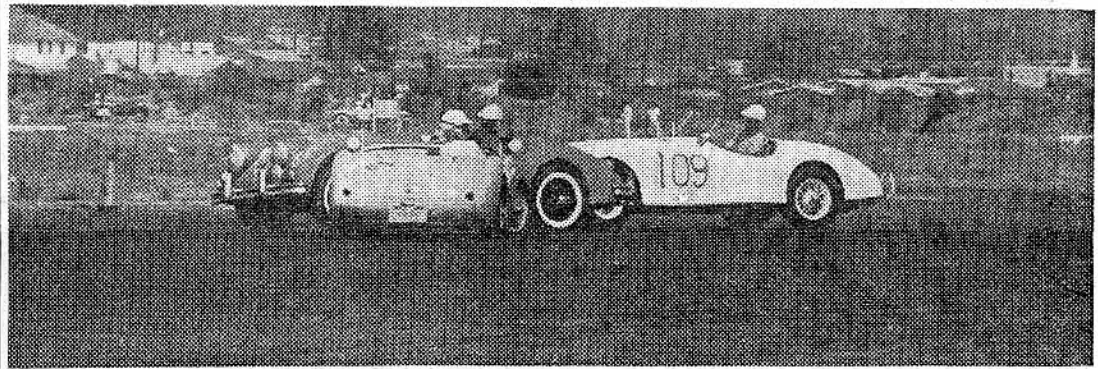
—Ken Parker

HIGH SCHOOL HARRY GIVENS SPINS AS ROY JACKSON-MOORE FLIES BY



—Ken Parker

ALL'S SAFE AS ELIMINATOR WHIRLS



—Ken Parker

HODGE-PODGE BY WHITELOCK (85), BOYLE (16) AND PADLOCK (109).

Moss Wins At Monza

MONZA, Italy, Sept. 2—Stirling Moss of England raced his 3000cc Maserati to victory today in the 500-kilometer 300-mile Grand Prix of Europe auto race, closing 1956 test for the World Auto Driving Championship.

DUNCAN SCORES

STILLWATER, Okla., Sept. 4—Dale Duncan, Kansas City, and Bobby Burns, Wichita Falls, shared laurels in the Stillwater Sports Car Races here today, each taking two first-place trophies. Duncan, gunning a 3.75 Ferrari, won the feature.

IT'S MURPHY AT SANTA BARBARA

By GUS V. VIGNOLLE

SANTA BARBARA, Sept. 2—Some 9,000 to 10,000 spectators who cracked \$2 a pop at the gate yawned through as lusterless and drab a road race meet as has been seen in six runnings at the nearby Goleta Airport.

With the name and class drivers giving the show a wide berth, Bill Murphy, the 44-year-old auto dealer, won the big bore as he chose behind the wheel of his fast-accelerating fuel-injection Buick Kurtis.

It was his fourth main event

in the last five races—Pomona, San Diego, Santa Maria (Harrison Evans, who won at Paramount, didn't race today) and now Santa Barbara.

And Joe Babbitt, who cracks that deuce at the turnstiles, will have to resign himself to just this type of fare until you get the Parravano machinery back and until you get guys like Phil Hill, Carroll Shelby, Masten Gregory and Jack McAfee back on the scene.

OUT IN FRONT

Murphy went into turn one of the first lap in the No. 1 spot and he was there 34 laps later at the finish. He won by 1m27s, or almost two miles, from Jean Pierre Kunstle, the Swift Swiss (Continued on Page 9, Col. 1)

Arcata Race Highlights

ARCATA, Calif., Sept. 5.—As reported in the last issue of MOTORACING, the big news at the first annual Redwood Empire road races here Aug. 18-19, under the aegis of the SCCA (San Francisco Region) was the under-

and over-1500cc main event victories of Sam Weiss, in a Porsche Spyder, and the death of William (Pete) Snell when his car flipped. Other highlights:

The fine driving job turned in by Chick Leson, 1300 Alfa Romeo sprint, in winning the

first race . . . Tremendous Stuttgart showing, Porsches scoring nine overall and class wins . . . When Jack

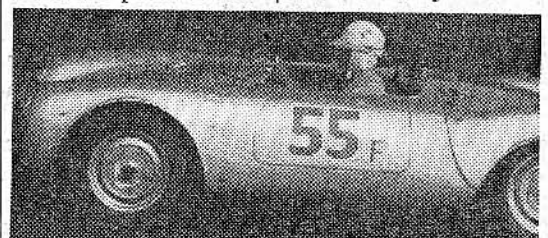
Graham flipped his Aston Martin DB3S in practice, he kept hitting the brake pedal to flash

his lights and inform the turn marshal he was intact . . .

Terrific duel for 15 laps in the under-1500 between Jack Banta and Johnny Fox, both in 1100 Cooper Climaxes . . . Larry Albedi's

formidable Corvette ride, good for second in a production race . . .

The top esprit de corps among all who staged the races in that beautiful northern country and the accolades that came the way of General Chairman Lou Brero. "Numero uno treatment accorded the press . . . and the cheers that went to Bill Marks of Franklin Trailer Sales, Eureka, for the 40-foot trailer (with all conveniences) that served as press HQ at trackside.



SAM WEISS FLIES AT ARCATA Won the two big races in Porsche

Turbine Record

BONNEVILLE SALT FLATS, Utah, Sept. 4—A plastic-bodied, gas turbine-powered car engineered by Renault Corp. of France today set a new world's record of 191.2mph, driven by Jean Hebert. Designed by Albert Lory, the car broke the old mark of 151 held by an English auto.



• Racing Pow-Wow

By Maury Powell

THE ANSWER TO WHY WE DRIVE ON RIGHT-HAND SIDE

A GAL name of Bess Ritter, who punches a typewriter for the Southwest Service Station Journal, has dug up what appears to be the answer regarding "how come Americans drive on the right?"

Pioneers back in the 1800's, who drove Conestoga wagons for the long Western haul, are supposedly responsible for it all, unless one of our readers can come up with something to refute Miss Ritter's research.

Conestoga drivers balanced themselves on the "lazy board," a sliding oak panel which was pulled out between the wheels and used for guiding the horses and operating the brake. Said board was on the wagon's left side, and the driver had to keep right to obtain a clear view of the road, being as how the hosses, usually six, and wagon took up about 60 feet.

Drivers found it easier to follow the ruts made by endless successions of wagon trains than to cross them. Later vehicles followed suit.

It is believed that New Jersey's "keep to the right" law passed in 1813 was the first legal step that ultimately led to our modern driving pattern.

DENIS THOUGHT HE WAS IN JOLLY OL' ENGLAND

Which brings to mind a boo-boo pulled by Denis Evans, spouse of our own Anne, the other day in Long Beach. Tooling a parts truck for winsome Dorothy Deen, the Triumph tycooness, Denis, a recently transplanted Britisher, made a left-hand turn into a street, but remained on the left side.

Apparently in a mental lapse, perhaps thinking of Piccadilly days, Denis continued cruising on the left despite a few indignant horn toots. He even failed to heed the "hooting" of a "tram," and it wasn't until he later headed back to Cal Sales in Gardena that it dawned on him why the "tram driver" was having conniption fits.

"Blimey," mused Denis, "good thing there were no bobbies about!"

TEEPEE TAPPINGS—That USAC promoter's hope for subbing a stock car race for a National Championship go at Sacramento has been squelched by the State Fair Board, it's reliably reported . . . Latest IMCA newsletter shows that **Johnny Poulsen**, Gardena, is second in points to **Bobby Grim** of Indianapolis, with **Jack Gordon** of Alhambra third . . . San Diego Racing Promoter **Tom Haynes**, also a wheel at Gardena Stadium, recently staged, of all things, an exhibition bullfight at San Diego's Balboa Stadium . . . Moreover, he may do it all over

Pro and Con

WHAT DO YOU THINK OF THE JOHN MARTIN BAN BY CSCC?



Gloria Painter
Model

From what I have read in **MOTORACING**, Johnny Martin may be OK as a driver, but he made a big mistake in locking horns with the club. He should have controlled himself and he would have been driving today. It is seldom that you can buck the Big Boys and win.



Bruce Strauss
University Student

If the Cal Club didn't exercise its all-powerful right, individuals would run all over the organization. Rebellions must be checked quickly. John Martin told the club off and now he has to pay for it. I'd like to know more about his actual driving ability, though.



Penny Goodwin
Waitress

It smells. I'm with Mr. Martin! Since when do personalities decide whether a man is a good driver or not? I've seen some of the same men who are passing judgement **GOOF** and **GOOF BAD**. These men should not be dishing out punishment.



Giovanni Sciacca
Sports Editor

This was a bum deal and the CSCC knows it. By a wide stretch of the imagination, you might accept the club's bouncing Martin, but when it has the temerity to kick him out, then, brother, fairness and human rights have been dealt a terrible and very sorry blow.

MOTORACING

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LETTERS

to the Editor

MARTIN VS. MOURNING

Anent the Johnny Martin—CSCC imbroglio—may a father speak?

I am forced to admit to a certain amount of prejudice as what father would not be, still I feel that my goodly number of years on this old earth have taught me the difference between right and wrong. In this particular case there are, to my mind, errors on BOTH sides. Needless to say, I personally regret the entire incident, for I know what sports car racing has meant to my son, John, a very present fact of "12 a b o r" night after night into the wee sma' hours readying his beloved Singer for competition. I know the tremendous effort, both physical and financial, he has put forth, and to what end? To wind up before a group of older members who, unfortunately, seem to overlook everything except their own importance.

I have read Jim Mourning's column and can only see it as a reply from the CSCC and can see that no effort was made by this self-styled "scrivener" to obtain any of the facts of my son's side of the question. To arbitrarily judge and condemn without the defendant having any chance of rebuttal is a carry-over from the dark ages of so called "justice" and a very present method of "justice" in Soviet Russia. Certainly it is not American and I am greatly surprised that a writer who appoints himself judge, prosecutor and jury is allowed the title of "columnist." I have a better word for it and will be most happy to inform this Mourning person of that word if and when I have the opportunity of meeting him personally. But enough about this supreme egoist.

The CSCC as a club is a grand thing and the many members I have had the pleasure of meeting are grand people and this includes a member of the board, Dick Van Laanen, whom I respect and admire. I have attended many of the races conducted by the CSCC, including Pomona, and I wish to assure the contest board that I was an extremely apprehensive parent concerning John's racing until I HAD SEEN HIM RACE!

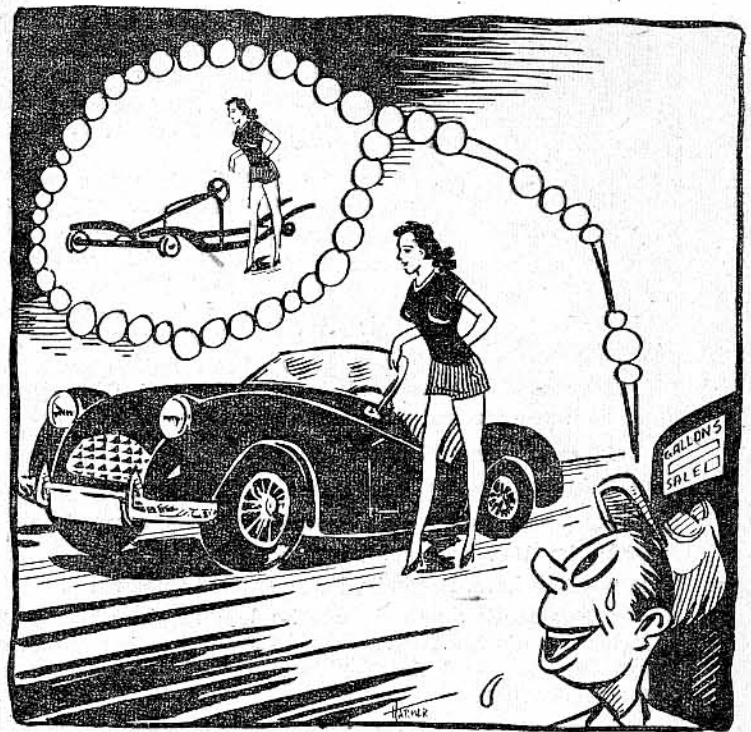
Then, I was convinced that he was not only a good race driver, but also careful, courteous and sportsmanlike in his behavior. We have many, many pictures, both still and moving, of John at the various courses and NEVER has one of them shown anything but good driving, hard driving, I admit, but GOOD! After all, his car is only capable of 75 mph—FLAT OUT! Tell me, please, what "dangerous or erratic" driving can come from a car capable of only this speed? I saw older and more experienced drivers spin out, leave the course, clip hay bales and other cars and even I have sense enough to realize that they did so, not from choice, but from a desire to make the best possible showing and, if they are to be condemned, it is not for carelessness but over-zealousness.

The mere fact that the contest board felt that John should be warned is not only feasible but RIGHT; however, their manner of doing so is most certainly to be condemned. After all, who died and made them Boss? A conscientious board is one that is supposed to assist the members of the club, not to set themselves up as an arrogant tribunal. Bill Pollack, Perry Peron, Al Moss, et al., are supposedly mature men. Why did they act like spoiled brats?

I repeat that this entire incident has caused me much regret and I am very sorry that it came about, but if the CSCC is to be ruled by a

(Continued on Page 11, Col. 1)

★ SPORTS CAR-TOON... by Bill Harmer



THE DUKE WONDERS...

HOW COME that club cancelled tech inspection (after it had been printed on the entry blank) for a spot in Gardena, claiming it was "too far out," then for recent race set up scrutineering at a beach town and the 3000 block on Crenshaw?

What blonde is hot at what restaurateur and is spreading propaganda about his European racing experience?

If a certain dealer, who used to provide a bus for the press (with food, yet!) at races, is going to be seen at future events staged by a certain club, after the "rosy" treatment he was accorded by a pop-off race official?

How come there was a big drop in the crowds at a recent race meet which formerly was No. 1 as far as cash revenue was concerned?

If a club knows it has lost an experienced and popular driver for all future races, unless he is tendered an apology for a black-flagging episode?

If that particular club is aware that it is sinking more and more into the depths as far as the esteem of press, public and drivers is concerned?

Why a certain scrivener didn't show up at the Santa Barbara races?

Why law-enforcing officials were so cordial to the sports car set at a recent race meet?

What doll belted a sugar-daddy for his intemperance at the races not too long ago?

Who that beauty was perched atop one of the big vans at the carreras?

If that matchmaking blonde is aware that the race she promoted between the huge vans of two leading scuderias has a good chance of becoming an actuality and proving quite an attraction?

A Tribute To 'Pete' Snell:

On the Death Of a Driver

Mr. Gus V. Vignolle, Editor

MOTORACING

725 No. Western Ave.
Los Angeles 29, Calif.

Dear Gus,

Allow me to re-introduce myself via the written message. I drive Rusty Hyde's modified Triumph TR-3, No. 111. Perhaps you recall our meeting at Buchanan Field this year and the pictures you took of the car. I certainly wish to thank you for your consideration in publishing a picture of No. 111 in one of your recent issues.

Last week-end, as you most certainly know, the races at Arcata were held. For myself the competition and the resulting trophy turned the two days into a successful endeavor; however,

(Continued on Page 11, Cols. 2-3)

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Ossie & Reg, Foreign car service
Padre Garage, Foreign car service
Nick Pastor, Foreign car dealer—service
Pit Stop Garage, Imported car service
Peter Satori, DKW distributor
South Bay Imported Car Center, Imported car service
Sports Car Center, Haugen-Watson (Santa Ana)
Sports Car Engineering, Fiberglass bodies—guaranteed clutches
Sportours, sports car caravans
Stevens Engineering, Rallye equipment
Williamson Motors, Foreign Car Center
Bob Ray Woods, Foreign car service



Vignettes

by Gus V. Vignolle

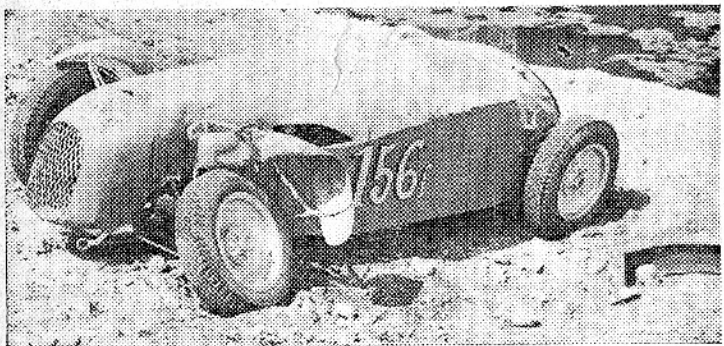
LECTURE ON ACCIDENTS, THE BLACK FLAG AND SAFETY

IF THINGS had gone the other way at the Paramount Ranch inaugural, it would have been disastrous and, chances are, the course would have been doomed but good.

Fortunately, three drivers rode on the wings of Lady Luck.

1) George Trevitt, in Dr. Troy McHenry's Special, flew off the course, rolled over three times down a steep embankment, winding up on the edge of the lake. Nothing happened to Trevitt.

(Take a good look at what was left of this car).



GEORGE TREVITT WAS DRIVING THIS ONE

2) Harry Morrow, in his little Cooper, boomed into turn 5 too fast. Instead of belting the hay, he went straight off the track. Tail over nose, he dropped 12 feet down a gulley. The car landed upside-down. Nothing happened to Morrow, thanks to his roll-bar.

3) Jack Greenaway, in a Triumph TR3, must have flipped three or four times down a dangerous embankment that led to the lake. The car wound up partly submerged in the water. It was demolished. Nothing happened to Greenaway.

(Take a good look at what was left of this car).



WASH JOB FOR JACK GREENAWAY'S CAR

Paramount is a tough course. It is different from the flat airport circuits with their escape roads. Paramount is bound to make good drivers out of a lot of guys heretofore no better than mediocre. At Paramount you drive—and you DRIVE RIGHT—or you go on your head.

INEXPERIENCED DRIVERS GET BLACK FLAG

Second part of this sermon deals with the black-flagging of two experienced drivers, Rudy Cleye and Ed Kretz. In its broad sense the charge was "erratic driving." This was quite a jolt to a fellow like Kretz, who has been driving motorcycles and autos for about 20 years. Specifically, the charge reduced itself to "going into the dirt and presenting a hazard to drivers who followed."

Race officials said, "Cleye was in the dirt often, and was blinding other drivers. He was kicking up rocks on the course."

It was these rocks that allegedly caused Dr. Troy McHenry to lose his Porsche Spyder and prang it in the main event, according to Cy Yedor, the starter.

The dirt had collected on the dog-leg between turns 4 and 5. Dr. McHenry could get no cohesion and the car slid (Dizzy Dean-approved usage) sideways for some 200 feet. As Myra Jones reported, it finally spun and pranged into the hillside.

Some of the judges called in the beef on Cleye, and the black flag fluttered. But they didn't bounce Cleye. He was warned about the dirt and allowed to continue. However, he was held up until a number of cars had cleared to permit a safe re-entry. Rudy then decided not to continue and got off the course.

REPORT KRETZ WAS LOSING HEADLIGHT

Now Ed Kretz. On Saturday, according to the scuttlebutt, someone said he allegedly overheard the starter say he was going to black-flag Ed the next day. Yedor denies this, declaring nothing was pre-determined in Kretz' case.

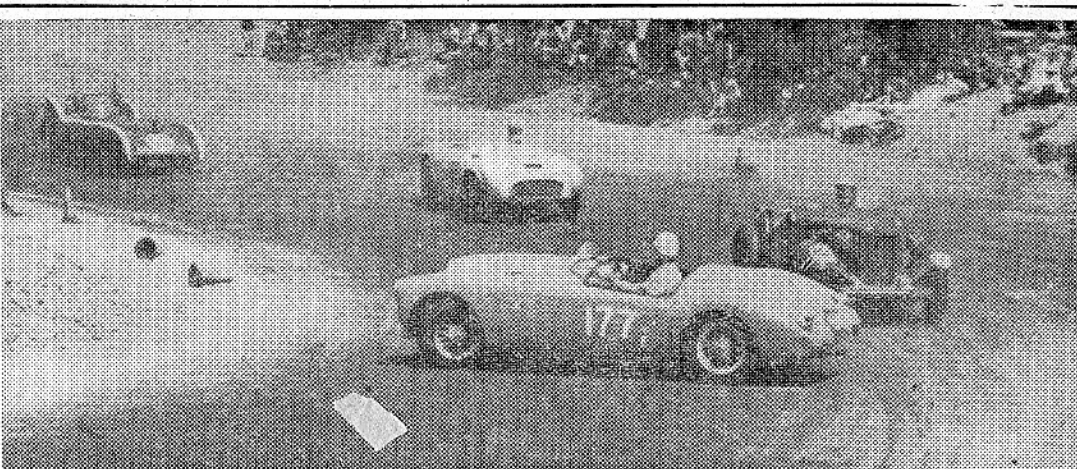
Proof is that for eight laps the judges called in that Ed's Triumph was losing a headlight, the aftermath of Jim Chaffee's Jaguar losing its left rear wheel, which cracked into Ed's lights.

Yedor said he thought the headlight was OK and did not black flag him for this. However, the report came in that Kretz was going into the dirt where Dr. McHenry had slid—and it was for this reason that he subsequently got the kaput banner.

We are positive of one thing—at no time did Rudy or Ed intend to present a hazard to anybody. They know better.

Ed's plaint was that he drove over the same places for 58

(Continued on Page 5, Col. 4-5)



TROUBLE? NOPE—Nick Jay's MG-A goes into spin on turn five in Sunday's under-1500cc main event at Paramount Ranch. The three cars following went around him without inci-

dent—S. L. Sinclair, MGTD; Perry Peron, Nichols Panhard, and Johnny McLaughlin, Lotus Climax, who finished fourth.

—Gene Simon

Rice Posts Drag Marks

KANSAS CITY, Sept. 3—Melvin Heath, Rush Springs, Okla., today took the top of the National Hot Rod Association speed event, the dragster class.

Heath drove his car over the quarter of a mile strip at 144.23 miles an hour with an elapsed time of 10.53 seconds.

In winning the event he defeated Bob Alsenz, Anaheim, Calif., who earlier far exceeded that speed with a 159.09-mile-an-hour dash over the strip.

Yesterday, Calvin Rice, Santa Ana, Calif., broke for the third time in two days the record for a quarter-mile from a standing start, reaching 152.28 miles per hour in his J. E. Riley Special, powered by a supercharged Chrysler engine.

On Saturday, he set a record of 9.9 elapsed seconds for the quarter-mile from a standing start in the dragster class Green Monster.

New marks set Sunday included:

Modified roadster class B: James Knob, Inglewood, Calif., 11.32 seconds elapsed time; 135.34.

Open gas class: Arthur J. Cooverton, Whittier, Calif., elapsed time 12.56 seconds; 111.52.

Altered coupes and sedans, class B: Le Christian, Lubbock, Tex., 13.23 seconds elapsed time; 105.26.

Altered coupes and sedans, class C: Buddy Anderson, Ellis, Tex., 13.07 seconds elapsed time; 107.52.

Roadsters class A: Leroy Lukey, Dallas, Tex., 12.73 seconds elapsed time; 113.63.

Gas class C: Earl Dorris, Fort Worth, Tex., 15.20 seconds elapsed time; 94.63.

Gas class B: H. L. Davis, Fort Worth, 14.36 seconds elapsed time; 103.32.

New marks set Sunday included: Don Little, Long Beach, Cal., competition coupes and sedans, Class B, 123.11 mph.

Jim Noble, Inglewood, Cal., modified roadsters, Class B, 134.92 mph.

Dave Marquez, Santa Paula, Cal., hot roadster, Class B, 124.82 mph.

Robert J. Mullen, Ontario, Cal., four barrel, 91.09 mph.

Jack Randall, Encinitas, Cal., altered coupes and sedans, Class B, 114.79 mph.

Best speeds in other events included: Dave Crowe, Long Beach, Cal., competition coupes and sedans, Class A, 128.20 mph.

20,000 See Drag Races

Nearly 20,000 fans attended the world championship drag races held Sept. 1-23 at Lions Associated, Long Beach drag strip held in conjunction with Drag Races, Inc. There were entries from seven states.

Red Henslee and Emery Cook, of San Diego, posted times of 154.63 mph with their Chrysler-powered job to pace the field.

Ernie Hashim's Chrysler-powered dragster, driven by Bill Replogle, Bakersfield, hit 154.34 mph. Top eliminator was Bob Armstrong and Maurice Richer, 150.25 mph, also in a Chrysler-powered car.

MOBILE SHOPS

A \$50,000 fleet of six British Commer-Smith mobile shops have been shipped from London to Puerto Rico.

ATTENTION! HERE'S WORTHY CAUSE

Attention, all Sports Car Clubs:

Many club members responded to the appeal for blood donated to Cecil Crandell, who was in dire need. Cecil is slowly recovering due to your quick response and wishes to thank everyone of you. This is the third time the clubs have been called on by the need of blood for a member.

Jim Matthews, of the Sports Car Information Center, asks that all club secretaries make a roster of their members with name, phone number and type of blood, and send the list to him at SCIC 15116 Nordoff St., San Fernando. A file will be made of each type. Then one phone call will be made to Empire 2-4157 whenever the need arises. This will be for the

CLEGG WINNER

Bob Clegg won the CJA Japlopy Derby at Gardena Stadium August 26, after dueling most of the 30-lap distance with runnerup Clyde Mitchell.

member of the club and families. Call SY 8-1764 for any info.

LET'S GO TO . . .

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The Inside

By Flavio St. Germain

NO EMBALMING TODAY—JUST
SOME NICE FREE ADVICE

"If a writer is so cautious that he never writes anything that cannot be criticized, he will never write anything that can be read. If you want to help other people, you have got to make up your mind to write things that some men will condemn."—THOMAS MERTON.

THERE IS no point in being a grouch all the time, so today I shall not embalm anybody.

Instead, I'll philanthropically give the clubs some advice at no charge whatsoever.

Basically, this has to do with road racing. If the clubs—the CSCC and the SCCA—are interested in pocketing some of that legal endive, or Federal Green (and don't think they aren't, Brother Amos), they had better get off their high-horse, let down those barriers that ban pro cars and pro drivers, and get with it, as we say at the carny.

Up until last week-end, Santa Barbara had been the Cal Club's biggest moneymaker. This time the crowds were way down, and they are going to continue to go down and down and down, unless they get some high-powered foreign machinery and big-name drivers.

There are two ways of looking at it: If they are only interested in little club events, with nothing uppermost but fun and jollification for the drivers, they can do as of long ago—find a big vacant lot and race their MGs for the sole entertainment of the pilots only and a few old diehards.

This procedure is fine if they are not interested in spending fat sums for press agents, posters, billboards, newspaper ads and radio time to pull John Q. Public through the front gate at \$2 a head.

There is nothing wrong with this, which would be *pour le sport*, as we say on the Left Bank. There would be no box-office formality for this kind of a deal.

But if they want to cart those pesos to the bank in quantity, then they have got to sober up and think in terms

of plenty of Ferraris and Maseratis and guys whose names you can blow up.

Tony Parravano was banned because one of his Maseratis was driven by Jimmy Bryan in a pro race at Willow Springs. Those cars have pulling power at the gate. Pearce (Pete) Woods is out because raced pro at Kingdon. He would help the gate with that D-Jag, now owned by Ronnie Milosevich.

Right now that pro rule is utterly ridiculous. The whole gang could race at Tijuana for \$100,000 on Saturday and then come to L.A. the next day and race amateur for the clubs, because the infraction was not within the continental limits of the U.S.! Isn't that just ducky?

Phil Hill can race for a lot of scratch in Europe, and then come here and race for the clubs. Or you could race in the last \$10,000 Sebring whirl and still continue to go for the clubs. How ridiculous can you get? How completely asinine? That last one was an SCCA deal.

The fields have to be opened to top men and machines—both pros and amateurs. If the drivers are fully qualified, they should go together. What's the difference? Do the pros have leprosy?

At Santa Barbara, I heard one gink tell another, "Let's blow this joint. I can't stay awake. Imagine \$2 for this!"

Myself? I felt I was robbed, yes robbed, and I got in on a press pass. I think I'll sit the next one out—and go to the zoo.

If you're interested in dough, gentlemen, let's sober up; if not, then just follow the present formula, but quit casing the joint to see how many guys have separated themselves from a deuce!

Top Field at Valley Concours

Some of the Southland's most beautiful and elaborate sports cars will be on display Sunday, September 16, at the Valley Tail O' the Cock Restaurant when the newly-formed Le Cercle de Concours d'Elegance inaugurates the first annual San Fernando Valley Concours d'Elegance.

Miss Courtney Van Ornum and Jack Buchtel are in charge of this new "automotive beauty contest." Three beautiful trophies in 16 classes will be awarded.

Among the newest cars to be shown will be a 1957 Facel Vega owned by John Wyatt. Just imported from Paris, this is sure to attract a throng of sports car fans.

Another favorite among the 75 to 100 vehicles to be on display will be the lavish 1937 Jaguar SS 100 owned by Dr. Raymond A. Rydell. Otto Zipper and Bob Estes will also display their Bugatti 57 C Gangloff supercharged convertible.

A host of film and society notables are expected to appear.

CSCC Blasted

(Continued from Page 1)

NSCDA:

"During the past year your officers and directors have made numerous informal attempts to establish a working basis for co-ordination with CSCC. These attempts have been met by an attitude best expressed by Joe Weissman when he stated, 'We do not intend to talk with any group representing drivers. Let any driver who has a complaint talk to us as an individual.' Your Board of Directors feels that firm and positive action is mandatory in order to return to the driver respect and consideration we are entitled to."

RACE BOYCOTT?

Insiders ventured that the "firm and positive action" could be interpreted as a "black-balling of future CSCC races."

Following is the complete letter from the drivers' group to the CSCC:

"Gentlemen: 'The indiscriminate and inconsistent use of the black flag for alleged erratic driving, as typified by the incidents involving Ed Kretz and Rudy Cleye at the Paramount Ranch races, serves to illustrate the increasingly cavalier attitude of CSCC toward the drivers.

50% OF DRIVERS

"The National Sports Car Drivers' Association, representing well over 50% of the drivers who have been regularly competing in CSCC events, strenuously objects to this general attitude which, from the driver's viewpoint, must be assumed to stem from a policy of complete subjugation of drivers interests and consideration whenever such consideration conflicts with the personal opinion of the apparently entrenched management of CSCC.

"Successful race organization and efficient financial management at the expense of the driver's interests is an incompatible situation and is destined to be short lived. CSCC has demonstrated that it cannot organize and promote good races, develop new courses and at the same time be even moderately concerned with situations and conditions of primary concern to the drivers.

MEET SOUGHT

"NSCDA is organized for the sole purpose of furthering the interests of competition sports car drivers. Any continuation of the existing disregard of driver interests in matters of direct concern to them would be inimical to the aims of NSCDA and the drivers we represent. We therefore propose to constructively work with CSCC in a



Women's Sports Car Corner

By Gloria Dearborn

LADIES, PLEASE LET'S WEAR MORE CLOTHES

WHAT is there about a road race that brings all the girls out in their sexiest attire? "Was a questioning observation we overheard at a recent sports car event. Naturally—the comment was made in a group of red-blooded American men, and the ensuing conversation was not a profound discussion on psychology and Freud—but was just a series of disconnected adjectives about "... that blonde in blue," or "Wow! Check the redhead by the Ferrari."

But this set us to wondering what has happened to the "good-taste" we have always associated with the sports car enthusiasts. Is it gone? Not at all! The great majority of spectators and participants are comfortably and appropriately attired. However, the small bevy of bare-skin beauties are a great deal more noticeable, and reflect on the entire distaff representation. The overheard comment above points out this fact.

The reasoning behind their state of undress escapes us completely. The little bits of nothing they wear are obviously expensive and in very Vogue-type "High Fashion." Therefore, one would assume these girls of taste would also understand the meaning of "good-taste." Most women and girls feel it is very important to have costumes appropriate to their various activities—"Sunday-go-to-meetin'; cocktail; dinner at the Jones'; picnic at the beach; etc. Why, then, appear at a road race in a swim suit?

A JOY TO BEHOLD

Admittedly, the bikini clad

spirit of cooperation to provide better and safer racing with fair and reasonable consideration of the driver's interests. To this end we request a meeting with your representatives at an early mutually convenient date, to discuss and act upon the following matters:

"a. Official recognition of the NSCDA Race Steward at all CSCC events.

"b. NSCDA representation on the CSCC Race Committee and Contest Board in all actions affecting NSCDA members.

NATIONAL SPORTS CAR DRIVERS' ASSOCIATION
J. W. Reed, Secretary

(or is it unclad?) dolls are a joy to behold—that is, most of them. They do relieve the tension of worry about tight corners, slick turns, gear ratios, and fouled plus. And they give us all a little extra something to talk about besides club politics. But really! Are the racing pits the only place they can find to display their charms?

Let's look at it this way. What are the pits for? A place, free of the thundering, curious herd where the crew may perform last-minute tuning and preparation of the car. A place to store greasy tools, parts, tires, and water for ready access in an emergency. A place for last-minute discussions on racing strategy and spark gaps. A place where the crew can work unhindered, timing competitors, keeping lap charts, and signaling race progress to their driver. Does this sound like a proper place to sun bathe? Some think so.

SUGGESTIONS MADE

An effort is being made by the Women's Sports Car Club to correct the situation somewhat. The club recommends—does not dictate—that its members please use good taste in their choice of dress when working at a race. They suggest slacks, pedal pushers, Motoralls, or Bermuda shorts—but nothing briefer. For the top half, they ask only that low cut neck design be avoided—decollate at the Victory Banquet, but not at the track, please. The girls are also reminded that even though they may not be performing club duties at the time, they are always associated with the WSCC, and to please always keep the good reputation of the club in mind.

Now, the Women's Club can't do it all. Believe it or not—all the girls at a race are not members, even though it may seem so at times. Perhaps a little public discussion might point out to some of the great un-dressed that most of those glances and comments are not complimentary. What do you think?

(Men, does the abbreviated attire discombooberate you or not? Do you agree or disagree with Gloria Dearborn? Write MOTORACING and let's have YOUR views on this interesting subject.—Editor's Note.)

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Cam(p) Followers.....

By Cal Howard



• Checkered Flag

By Art Lauring
Los Angeles Times Columnist

'SPEED KILLS' SLOGAN IS NUTTY — HERE ARE REASONS

DEEP-THINK scholars of semantics are sometimes inclined to wrap up its meaning as "sloganism."

Slogan itself was originally a Gaelic war cry, i.e., "slaugh-ghairm" meaning army call, war-whoop or clan-rallying signal. For some reason (probably Wakeman's "The Hucksters") the use of slogans has become a byword for American philosophy. Critics of the U.S. scene insist that, as a group, we are prone to react in hypnotic accord with slogans pontificated and reiterated by the Svengalis of Madison Avenue which, as everyone knows, is the Valhalla of Advertising.

Taint necessarily so; Europeans and Asiatics are just as susceptible to sloganism. Reflect upon the repeated success of Nazi, Fascist and Communistic slogans in the past generation throughout the Eurasian land mass.

Returning to the domestic and local scene, however, it is to be noted that the repeated slogan "Speed Kills" is having its hypnotic effect. A neat, catchy, two-word phrase, it is being dinned into the public by every type of communicative media extant: press, radio, TV, pulpit-howlers, mentally-retarded politicians and adde-pated minions of the law.

Actually, serious traffic-accident studies reveal that disaster, caused by speeds in excess of 60 actual miles per hour are as few and far between, in proportion to the number of passenger-miles driven by the average motorists as are matricides and patricides perpetrated by members of the general public!

The great bulk of death-and-serious-injury producing crashes occur at impact speeds ranging between 25 and 50 miles per hour. A partial solution, of course, lies in better roads with divided separations. Another facet to the solution would consist of more realistic speed laws. Obviously, this state's "prima facie" speed limit of 55mph is absurd in the face of the average 90-plus mph family vehicle available at "nuthin-down." It would, this writer believes, make more sense for the sovereign state to arbitrarily rule a positive 65 mph speed limit on the open road than to automatically make every driver a potential violator of the so-called current "law."

However, it is easier to lean on a slogan like "Speed Kills" and let a certain segment of police and judges continue to hand out speed citations plus fines. They operate like "whodunnit" detectives who automatically rule each and every murder a "suicide."

The slogan in question is growing vexatious to car manufacturers. Already factory representatives have been forced to explain the horsepower "race" to congressional and senatorial Torquemadas. Just the other day automotive engineers had to patiently point out that modern "automatic" car design requires increased horsepower in order to operate power assists; that basically the top speed of cars has shown a surprisingly slight increase over the past 20 years.

Thus we see sloganism now fathering a weapon of short-sightedness which can retard progress. The reasoning of un-enlightened authority seems to be as follows: Speed means go-fast. Big engines with lots of horsepower make cars go faster. Ergo, since "Speed Kills" let's keep cars from going fast by reducing horsepower!

This scrivener maintains that were each and every car now operating automatically "governed" to a potential "top" of 50 mph there would, proportionately, be just as many accidents.

At the rate with which the sloganeers are going we can look forward to an eventual super-highway network covering this nation like a geometric web—with traffic crawling, at a 30mph average. Come to think of it—that would be a godsend to both airlines and ailing railroad passenger service. Could that be where Svengali presently maintains his secret headquarters?

PARTS BIN: . . . Pride, they say, goeth before a fall: in this area is a youngish individual, lately from over the Atlantic, who holds the power and prize over the heads of dealers and customers of a veteran, hard to acquire, British import. His somewhat arbitrary rule makes the acquisition of both cars and parts beastly for private owners.

CALENDAR

- SEPTEMBER**
- 8-200-lap NASCAR Stock car race, Sacramento.
 - 8-9-SCAA Elkhart Lake races, Elkhart Lake, Wis.
 - 8-9-Fourth Veteran car races, Catalina Island.
 - 13-14-15-9th Annual International Sports Car Grand Prix, Watkins Glen, N. Y.
 - 15-16-SCCA Cobb Mt. Hill Climb, Hoberg's, S.C.U. (San Francisco Region).
 - 16-San Fernando Valley Concours d'Elegance, Tail o' the Cock, 11 a.m. North Hollywood.
 - 22-URA midjet Grand Prix (150 laps), Balboa Stadium, San Diego, 8:30 p.m.
 - 29-30-SCCA (S. F. Region & Sacramento SCC) National Road Races, Sacramento.
- OCTOBER**
- 20-21-CSCC Road Race, Pomona.
- NOVEMBER**
- 3-4-SCCA (L.A. Region) National Sports Car Races, Palm Springs
 - 25-Desert SCC Hill Climb

MIDGET RACES—Every Friday night, San Bernardino; **JALOPY RACES**—Every Saturday night, San Bernardino; every Sunday afternoon, Gardena; every other Sunday, Maywood; **DRAG RACES**—Sundays: Colton, Long Beach, Pomona, Santa Ana, San Fernando, San Gabriel Valley; **RACING MOVIES**—Wednesday thru Sunday—Western Theatre, 39th at Western, 8:15 p.m.

Call Sports Car Information Center EM. 2-4157, for further info on above events. Note to Club Secretaries: Notify the SCIC of all events, dates, etc.

RALLIES

- SEPTEMBER**
- 7-8-9-Singer Owners Club, Carrera al Rio (Run to the River), Fairview Lodge, near Kernville, Calif.
 - 9-Santa Anita FCAA Rolle Rally, 8:30 a.m., Pasadena City College.
 - 9-Volkswagen Owners Club, UCLA parking lot, off Westwood Blvd., 10 a.m.
 - *9-Western SCC Gymkhana.
 - *15-16-Pacific SCC Rallye De Wheel Bounce III, So. end Rose Bowl, Pasadena.
 - 16-San Fernando FCAA Rallye Sans Souci, 8 a.m., Ventura & Sepulveda, Sherman Oaks.
 - 22-Glendale FCAA 2nd Annual Hare & Hound Rally, 8 p.m., Sears Valley Parking Lot, No. Hollywood.
 - 22-Long Beach MGC September Rally, 7:30 p.m. Atlantic & 45th, Long Beach.
 - 22-23-Reno Rallye, Harrah's Club, 1 p.m.
 - 22-23-Western SCC Benefit Rallye (Gene McCrary), Van Nuys-Sherman Oaks Park, 6:30 p.m.
 - 27-29-National SCCA Continental Divide Rallye, Glenwood Springs, Colo.
 - 30-Arrowhead FCC Gymkhana.
 - 30-Palomar SCC, Rallye of the Stars, Palms Motel, 1 mi. So. Escondido.
- OCTOBER**
- *6-7-Douglas SCC Desert Rallye II (Championship).
 - 13-14-Long Beach MGC Double Day Enduro to Borrego Springs.
 - 27-28-Jaguar Owners Jag Jam-boree, Oakland, Calif. Includes banquet in Jack London Square (27th) and Concours & Gymkhana (28th).
 - *14-Austin Healey 2nd Annual Rallye.
 - *28-Bendix Rallye.
- NOVEMBER**
- 1-4-National SCCA Appalachian Rallye, Hershey, Pa.
 - *10-11-MGCCA Tour Des Anges III (Championship).
 - 21-25-4th Annual Great American Mountain Rallye.
- DECEMBER**
- 2-San Fernando FCAA Gymkhana.

Need a driver or navigator, or do you want to drive or navigate? Call Ernie Vogler, Rallye Partner Bureau, Gladstone 4-4943.

*Designates event approved by So. Calif. Council of Sports Car Clubs.

MUST BE JESTING

Last time I saw that broth of a boy St. Germain his name was Shelagh Hopkirk and running an establishment of negotiable virtue in Belfast. Former existence, of course. Bridget Belfast, Ireland

(Continued from Page 3)
minutes and got the business with only two minutes left in the race. And he's right there!

At day's end, Harrison Evans, who won the race in the Ferrari, said he was entering the pit straightaway practically blind because of the dirt that had been kicked up.

This, my dear brethren, is dangerous as h - - !
Now, for part three of the sermon:

It is not our intent to defend race officials in any kind of a beef with drivers. But we do know this—the officials were conscientious and sincerely trying to do their best on a rugged course that was getting its baptism.

Before each practice, cars had to take three laps behind a pace car—one in the center, one on the left shoulder and one on the right shoulder. Fine, because it gave them an opportunity to note the danger spots—the sharp turns, sudden drop-offs, soft shoulders, lakes, trees, etc. This enabled drivers to observe that if they missed five turns, they would wind up at the southern end of a cliff—and also that three turns had guard rails.

It goes without saying that the stigma of the black flag for "erratic driving" is about as ignominious a jolt as you can get, especially to a veteran driver.

SAFETY IS THE OVERALL OBJECTIVE

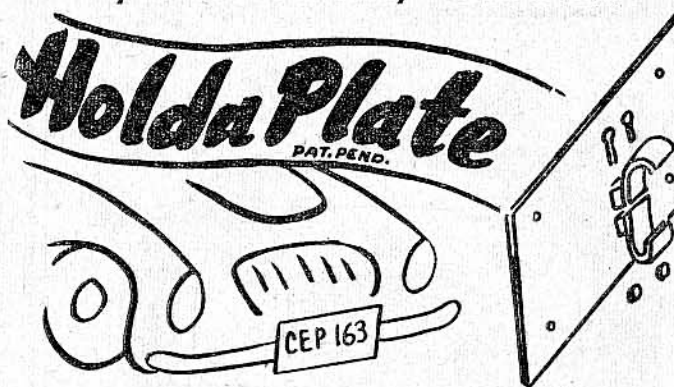
But if that black flag is for the overall good and safety of everybody concerned, then we're for it. Even if there's a doubt, we're in favor of the black flag. This is no kid's play and we're in favor of anything that will save a life or prevent a broken and maimed body.

A race course is as safe as the drivers make it—if they're stomping on it under too much pressure from within themselves or from their pits, action should be taken IMMEDIATELY to avert not trouble, but DISASTER.

Once, at Torrey Pines, they were debating whether to blackflag an MG because a wheel didn't look right. They let it go. And down the straight, the wheel flew off and the car flipped. Fortunately, nothing serious . . . but . . .

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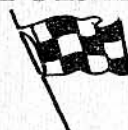
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6th Running. Compiled by LONG BEACH MG CLUB under direction of DOUG HAILEY, scoring marshal. Data on non-finishers by MYRA JONES.

RACE NO. 1—Prod. Sedans up to 1500cc. Time, 22:10. Laps, 10. Avg. 59.56. Miles, 22.

Pos.	Car No.	Sec.	Driver	Make of Car	Class	Position
1	52	3	Woodward, Fred	Alfa Romeo Sedan	F	1
2	71	3	Pearson, Ron	Volvo	F	2
3	115	50	Aldous, Frank	Volvo P444 Sedan	F	3
4	259	94	Block, Ted	Renault	F	4
5	45	95	Davis, George	Simca Aronde	F	5
6	23	135	Treichler, Harold	DKW Sedan	F	6
7	29	1L2	Kunz, James	Renault Sedan	F	7
8	42	18	Duwe, Axel	V. W. Sedan	F	8
9	143	19	Ladas, Alan A.	Anglia 2 dr.	F	9
10	158	28	Parker, Edward	Renault Special	F	10
11	66	34	Finley, Donald	V. W.	F	11
12	81	38	Bridges, Robert	Renault 4CV	F	12
13	44	54	James, John	V. W. Sedan	F	13
14	209	2L103	Millard, Frank	Citroen Sedan	F	14

8F, 2G, 7H—17 starters. Did not finish—157, Wise, LeRoy, DKW (G), jammed gear box; 195, Peterson, Walt, Renault (H), tipped over on turn 8; 205, Evidon, James, Renault (H), tangled with No. 195.

RACE NO. 2—Prod. under 1300cc. Time, 20:26. Laps, 10. Avg. 64:39. Miles, 22.

Pos.	Car No.	Sec.	Driver	Make of Car	Class	Position
1	153	29	Brumby, Jack	Alfa Romeo Spyder	F	1
2	98	29	Hudson, Skip	Alfa Romeo Spyder	F	2
3	129	65	Lawrence, John	MG-TD	F	3
4	141	76	Sinclair, S. E.	MG-TD	F	4
5	47	89	Dair, John	MG-TF	F	5
6	138	98	Scurlock, Robert	MG-TD	F	6
7	88	99	Dredge, Steve	MG-TD	F	7
8	146	1L10	Hunter, Art	MG-TD	F	8
9	155	31	Lohrum, Frank	Alfa-Romero Giu. SS coup	F	9
10	237	43	Newitt, Thomas R.	MG-TD	F	10
11	130	45	Yearian, Tom	MG-TD	F	11
12	163	47	Schillreff, George	Panhard	F	12
13	122	80	Walker, Alan	MG-TF	F	13
14	178	81	Baker, Leroy	MG-TD	F	14
15	48	83	Gentoz, Albert	MG-TF	F	15
16	203	84	Weest, Anthony	MG-TD	F	16

*MGs under 1300cc.
4 under 1300cc, 14 under 1300cc MG, 1G—19 starters; Did not finish—72, Hanson, Gordon, MGTD (F*), dropped valve; 78, Senogles, Len, Alfa Romeo Giulietta (F), broken gear shift; 156, Newman, Fred, MGTD (F*), MGTD, fuel pump trouble.

RACE NO. 2A—Prod. 1300cc to 1500cc. Time, 20:15. Laps, 10. Avg. 65:24. Miles, 22.

Pos.	Car No.	Sec.	Driver	Make of Car	Class	Position
1	24	1	Barker, Ed	Porsche Super Sed	F	1
2	77	1	Forbes-Robinson	MGA	F	2
3	35	63	Hogan, Dan	MGA	F	3
4	188	64	Hamilton, Hal	Porsche America	F	4
5	110	77	Dixon, John	MGA	F	5
6	175	79	Schulman, Robert	MGA	F	6
7	97	104	Fack, Thayer	Porsche Speedster	F	7
8	218	107	Duncan, George	MGA	F	8
9	13	115	Pickering, Ramon	MG-TD	F	9
10	43	116	Brandreth, Ed.	MG Austin	F	10
11	84	129	Doughess, Wm.	MGA	F	11
12	189	1L3	Gausman, Hal	Porsche Speedster	F	12
13	94	9	Seeger, Paul	MG-TD	F	13
14	236	31	Spitz, Salem	MGA	F	14
15	177	36	Flatt, Buford E.	Porsche Super	F	15
16	318	37	Nelson, Gary	Porsche Speedster	F	16
17	185	38	Free, John E.	MGA	F	17
18	172	42	McCubbin, Wm.	MG-TF	F	18
19	67	44	Jay, Nick	MGA	F	19
20	20	60	Patton, Robert T.	Porsche America	F	20
21	187	76	Redden, William	MG-TF	F	21
22	30	81	Brown, Hayden C.	MGA	F	22

25F starters. Did not finish—180, Hills, Jay, Porsche Carrera (F), gear box stuck; 182, Moore, Jimmy, Porsche SS (F), motor froze; 192, Shutes, Ogden, Porsche Cont. Cpe. (F), sucked valve, threw rod.

RACE NO. 3—Prod. 1500cc to 2000cc. Time, 19:42. Laps, 10. Avg. 66:83. Miles, 22.

Pos.	Car No.	Sec.	Driver	Make of Car	Class	Position
1	59	7	Oker, Bob	A. C. Ace Bristol	E	1
2	152	7	Spears, George E.	Porsche Su. Spdstr.	E	2
3	113	22	Kaslor, Morley	Porsche Super	E	3
4	19	23	Bondurant, Robert	Morgan TR-2	E	4
5	89	35	Gurney, Dan	Porsche	E	5
6	213	43	Winberg, Charles	Morgan TR-3	E	6
7	117	46	Dixon, William	Siata Fiat V-8	E	7
8	204	51	Hulet, Don	Morgan TR-2	E	8
9	145	55	Spencer, Lewis II	Triumph TR-2	E	9
10	83	75	Magruder, Bob	A. C. Ace	E	10
11	233	81	Muse, William	Porsche 1600 Super	E	11
12	247	89	Bonenberger, H.	Porsche 1600 SS	E	12
13	193	105	Shutes, Betty	Morgan TR-3	E	13
14	64	107	Mourning, James	Doretti TR-2	E	14
15	137	128	Campbell, Frank	Triumph TR-2	E	15
16	154	1L6	Hewitt, Eugene	Triumph TR-3	E	16
17	60	30	Heiman, Hill J.	Porsche 1600 Spd	E	17
18	160	36	Lindquist, E.	Porsche 1600 (E), lost coordination.	E	18

22E—22 starters. Did not finish—61, Cavins, Frank, Triumph TR2 (E), ran out of gas, last lap; 93, De Carlo, Vincent, Triumph TR2 (E), overheating; 148, Crowder, Gordon, Porsche 1600 (E), no compression; 253, Levy, Ruth, Porsche 1600 (E), lost coordination.

RACE NO. 3A—Prod. over 2000cc. Time, 19:30. Laps, 10. Avg. 67:69. Miles, 22.

Pos.	Car No.	Sec.	Driver	Make of Car	Class	Position
1	12	11	Cleye, Rudy	Mercedes 300SL	C	1
2	38	11	Bates, Jack	Mercedes 300SL	C	2
3	166	36	Dickson, Bob	Mercedes 300SL	C	3
4	22	72	Bloemendaal, Gil	Austin-Healey 100s	C	4
5	69	76	Weller, Bob	Jaguar XK-140MC	C	5
6	102	78	Nethercutt, Jack	Mercedes 300SL	C	6
7	25	79	Jackson-Moore, R.	Austin-Healey 100M	C	7
8	125	80	Clark, Laurence	Jaguar XK-120	C	8
9	277	84	Eare, Howard	Chevrolet Corvette	C	9
10	10	85	Von Kaesberg, L.	Mercedes 300SL	C	10
11	108	87	Givens, Harry	Jaguar XK-140MC	C	11
12	168	88	Breskovich, Jack	Austin-Healey 100	C	12
13	331	96	Shipman, Dick	Austin-Healey 100S	C	13
14	134	116	Irving, Hugh Jr.	Jaguar XK-140MC	C	14
15	63	118	Chaffee, Jim	Jaguar XK-120	C	15
16	123	121	Patrick, Pat	Austin-Healey LM	C	16
17	173	1L16	Evans, Robert	Jaguar XK-120	C	17
18	100	32	Danner, Justin	Jaguar XK-140MC	C	18
19	109	33	Padlock, Richard	Corvette	C	19
20	132	34	Hoffman, Bob	Jaguar XK-120	C	20
21	167	43	Robles, Mel	Austin-Healey	C	21
22	90	49	Mehelic, Jos., Jr.	Jaguar XK-140M	C	22
23	16	55	Boyle, Jack	Austin-Healey LM	C	23
24	174	58	Schulman, Gene	Austin-Healey LM	C	24

11C, 18D, 29 starters. Did not finish—85, Whitlock, Jerome, A. H. 100S (D), goggles fogged; 106, Harcourt, Hastings, Mercedes (D), running foul; 131, Parkinson, Jim, A. H. (D), extension pad on accelerator pedal fell and caused it to jam; 136, Settember, Tony, Mercedes (D), smoking, losing oil; 231, Lance, John, A. H. 100 LeMans (D), wire came off spark plug.

RACE NO. 4 & 5—Formula III & under 1500 Mod. Time, 22:08. Laps, 12. Avg. 71:35. Miles, 26.4.

Pos.	Car No.	Sec.	Driver	Make of Car	Class	Position
1	50	1	Miles, Ken	Porsche Spyder	F	1
2	211	1	Ginther, Richie	Porsche Spyder 550	F	2
3	118	21	Kunzle, J. P.	Porsche Spyder	F	3
4	159	46	Eschrich, William	Lotus MK-IX	F	4
5	00	47	Buchanan, Geo.	OSCA	F	5
6	56	64	McHenry, Dr. T.	Porsche Spyder	F	6
7	169	65	Porter, John	Porsche 550 Spyder	F	7
8	8	75	Miller, Norris	MG Special	F	8
9	55	76	Oddous, Jean	Lotus MK-VI	F	9
10	161	86	Willis, Charles	Lotus MK-VI	F	10
11	26	1L20	Kerns, Dr. Alan	MG Special	F	11
12	119	87	Plass, Robert	MG Special	F	12
13	165	97	Wildner, Jack	Nichols Panhard	F	13
14	142	108	Betes, Manuel	Scifried Crosley	F	14
15	58	114	Parker, Ed	Renault Spl.	F	15
16	126	119	Royle, James	MGA	F	16
17	333	121	Smith, Dave	Moretti Coupe	F	17
18	75	2L8	Stevens, Arden	Panhard Special	F	18
19	32	10	Holbrook, Robert	Crosley Special	F	19
20	128	11	Snow, Dr. Doug.	Nichols-Panhard	F	20
21	34	23	Enoch, C. K.	Crosley Special	F	21
22	114	45	Bucklein, Stanley	Nichols-Panhard	F	22
23	111	63	Landaker, Hal	Fiat	F	23
24	150	3L	Kelly, Ernest	V. W. Ghia Porsche	F	24
25	79	24	Souse, John L.	MG Special	F	25

17F, 7G, 10H, 51L, 39 starters. Did not finish (race 4)—37, Miller, Dusty, Triumph Special (H), brake trouble; 40, Reville, Clarence, Riviera Spec. Porsche (F), shift mechanism too still; 41, Timanus, John, Lotus (F), broken crank or rod; 57, Turner, Walt, Porsche, 550 Spyder (F), clutch slipping; 73, Peron, Perry, Nichols Panhard Spec. (H), pushed cylinder off; 99, Jacobsen, P., MG-NA (F), front brake locked; 140, Biehl, John, JRB-Moretti (H), floated valve; 149, Sutton, Bob, Siata-Spyder (G), ran out of gas; 164, Bishop, Noble, Crosley Special (H), clutch trouble. Did not finish (race 5)—14, Thormin, Dave, Thormin Spec. (III), oil fouled magneto; 68, Lamoureux, Terry, Nonpareil (III), exhaust pipe fell off, burned exhaust valve; 101, Morrow, Harry, Cooper Mk-V (III) clutch trouble; 104, Trimble, Dick, Cooper Mk-VI (III), bad start, melted piston; 212, Dane, Steward, Dane Triumph 500 gear shift lever broke.

RACE NO. 6 & 7, Over 1500 Modified, Time, 21:22. Laps, 12. Avg. 74:01. Miles, 26.4.

Pos.	Car No.	Sec.	Driver	Make of Car	Class	Position
1	27	1	Krause, Bill	D-Jaguar	B	1
2	6	1	Murphy, Bill	Buick-Kurtis V-8	B	2
3	51	34	Woodward, Fred	Jaguar Special	B	3
4	184	57	Livingstone, F.	Eliminator	B	4
5	11	73	Von Neumann, J.	Ferrari	B	5
6	70	74	Balchowsky, Max	Morgensen Special	B	6
7	121	75	Kingsley, Michael	Mercury Special	B	7
8	181	77	Porter, Chuck	Mercedes 300 SLS	B	8
9	39	1L4	Low, James	Frazier-Nash Bristol	B	9
10	21	8	Kessler, Bruce	Aston-Martin	B	10
11	54	17	Douglas, Jack	D-Jaguar	B	11
12	9	23	Friedauer, Bill	Austin-Healey 100S	B	12
13	124	24	Oker, Bob	Frazier-Nash Bristol	B	13
14	18	35	Blackwell, Carlyle	C-Jaguar	B	14
15	36	—	DeBlanco, Joe	Austin-Healey	B	15
16	1	2L3	Leyden, Bill	Triumph TR-2 Spec.	B	16
17	186	28	Grafton, Earl	Austin-Healey 100S	B	17
18	112	71	Nash, Dick	MG-V-60	B	18

5B, 5C, 8D, 3E, 1FL—22 starters. Did not finish—103, Critchlow, Ces, Jaguar XK120M (D), hit No. 39; 144, Vose, Hamilton III, Siata Buick V8 (B), pulled recap from left front tire; 199, Gillespie, Bob, Maserati-Chev. V8 (C), missed shift-over revved; 299, Proctor, Clem, Chrysler Spec. (B), blackflagged—leaking gas and water.

173 starters, 36 did not finish.

SUNDAY, SEPT. 2

RACE NO. 8—Under 1500cc Consolation, Time, 24:14. Laps, 12. Avg. 65:31 Miles, 26.4.

Pos.	Car No.	Sec.	Driver	Make of Car	Class	Position
1	86	13	Johnson, Dale	Porsche Carrera	F	1
2	180	13	Hills, Jay II	Porsche Carrera	F	2
3	97	21	Donner, Bob	Porsche Speedster	F	3
4	155	86	Erb, Harold	Alfa Romeo Coupe	F	4
5	13	89	Pickering, Ramon	MG-TD	F	5
6	218	113	Duncan, George	MGA	F	6
7	43	122	Brandreth, Ed.	MG Austin	F	7
8	189	123	Gausman, Hal	Porsche Speedster	F	8
9	194	1L10	Nichols, Frank	MGA	F	9
10	236	14	Spitz, Salem	MGA	F	10
11	88	15	Dredge, Steve	MG-TD	F	11
12	318	19	Nelson, Gary	Porsche Speedster	F	12
13	67	67	Jay, Nick	MGA	F	13
14	185	23	Free, John E.	MGA	F	14
15	172	25	McCubbin, Wm.	MG-TF	F	15
16	94	26	Seeger, Paul	MG-TF	F	16
17	177	55	Flatt, Buford	Porsche Super	F	17
18	187	74	Redden, William	MG-TF	F	18
19	178	77	Fellows, Otis	MG-TD	F	19
20	146	78	Hunter, Art	MG-TD	F	20
21	30	103	Brown, Hayden C.	MGA	F	21
22	48	105	Gentoz, Albert	MG-TF	F	22
23	130	107	Yearian, Tom	MG-TD	F	23
24	237	2L8	Newitt, Thomas R.	MG-TD	F	24
25	20	9	Patton, Robert T.	Porsche America	F	25

30F, 1G, 31 starters. Did not finish—78, Senogles, Len, Giulietta (F), battery tipped over, lost water; 84, Doughess, Wm., MGA (F), blew tire; 122, Walker, Alan, MGTF (F), black flagged, spilling gas; 156, Newman, Fred, MGTD (F), broken gas line, 163, Schillreff, George, Panhard (C) ?; 203, Weest, Tony, MGTD (F), fuel pump trouble.

RACE NO. 9—Consolation Prod. over 1500cc. Time, Avg. 66:55. Miles, 26.4.

1	131		Parkinson, Jim	Austin Healey
2	10	14	Von Kaesberg, Lek	Mercedes 300SL
3	331	26	Shipman, Dick	Austin Healey
4	25	41	Jackson-Moore, R.	Austin Healey
5	145	44	Spencer, Lewis II	Morgan TR-3
6	113	48	Bracker, Lewis	Porsche Super
7	253	49	Levy, Ruth	Porsche 1600
8	117	60	Dixon, William H.	Siata Fiat V-8
9	277	64	Bare, Howard	Chevrolet Corvet
10	134	88	Irving, Hugh, Jr.	Jaguar XK-140
11	123	89	Patrick, Pat	Austin Healey
12	247	102	Bonenberger, H.	Porsche 1600 S
13	132	109	Hoffman, Bob	Corvette
14	167	113	Robles, Mell	Jaguar XK-120
15	198	123	Padlock, Richard	Jaguar XK-140A
16	16	114	Boyd, Jack	Jaguar XK-140
17	233	5	Mute, Wilam	Al. C. Ace
18	193	8	Shutes, Betty	Porsche 1600SS
19	173	10	Evans, Robert	Austin Healey
20	61	13	Cavins, Frank	Triumph TR-2
21	82	19	Gillespie, R. G.	Lancia Spyder
22	90	23	Mehelie, Joseph	Austin Healey
23	64	24	Mourning, James	Morgan TR-3
24	100	27	Danner, Justin	Jaguar XK-120
25	231	30	Lance, John	Austin Healey
26	174	45	Schulman, Gene	Austin Healey
27	83	63	Magruler, Bob	Triumph TR-2
28	85	112	Whitelock, James	Austin Healey
29	154	2L140	Pope, James	Triumph TR-2

RACE NO. 9—Consolation Prod. over 1500cc. Time, 23:50. Laps, 12. Avg. 66.55. Miles, 26.4.

					C	D	E
1	131		Parkinson, Jim	Austin Healey		1	
2	10	14	Von Kaesberg, Lek	Mercedes 300SL		2	
3	331	26	Shipman, Dick	Austin Healey 100S		3	
4	25	41	Jackson-Moore, R.	Austin Healey 100M		4	
5	145	44	Spencer, Lewis II	Morgan TR-3			1
6	113	48	Bracker, Lewis	Porsche Super			2
7	253	49	Levy, Ruth	Porsche 1600			3
8	117	60	Dixon, William H.	Siata Fiat V-8			4
9	277	64	Bare, Howard	Chevrolet Corvette	1		
10	134	88	Irving, Hugh, Jr.	Jaguar XK-140MC	2		
11	123	89	Patrick, Pat	Austin Healey		5	
12	247	102	Bonenberger, H.	Porsche 1600 Su.			5
13	132	109	Hoffman, Bob	Corvette	3		
14	167	113	Robles, Mell	Jaguar XK-120	4		
15	109	123	Padlock, Richard	Jaguar XK-140MC	5		
16	16	1L4	Boyle, Jack	Jaguar XK-140M	6		
17	233	5	Muse, William	A. C. Ace			6
18	193	8	Shutes, Betty	Porsche 1600SS			7
19	173	10	Evans, Robert	Austin Healey LM		6	
20	61	13	Cavins, Frank	Triumph TR-2			8
21	82	19	Gillespie, R. G.	Lancia Spyder		7	
22	90	23	Mehelic, Joseph	Austin Healey		8	
23	64	24	Mourning, James	Morgan TR-3			9
24	100	27	Danner, Justin	Jaguar XK-120	7		
25	231	30	Lance, John	Austin Healey 100		9	
26	174	45	Schulman, Gene	Austin Healey		10	
27	83	63	Magruler, Bob	Triumph TR-2			10
28	85	112	Whitelock, James	Austin Healey		11	
29	154	2L140	Pope, James	Triumph TR-2			11

10C, 12D, 13E—35 starters. Did not finish—60, Heiman, Bill, Tr3, (E), black-flagged for spilling oil or water; 63, Chaffee, Jim, Jaguar XK120 (C), tread came off tire in last lap; 108, Givens, Harry, Jaguar XK140MC (C), boiled over; 125, Clark, Laurence, Jaguar XK120 (C), water pump shaft broke; 168, Brescovich, Jack, AH100 (D), no RPM, distributor trouble; 204, Huette, Don, Tr2, lost wheel on turn No. 9.

RACE NO. 9A—Consolation Modified. Time, 24:07. Laps, 12. Avg., 65:65. Miles, 26.4.

					B	C	F	H	III
1	3		Kessler, Bruce	Cooper					1
2	144	19	Vose, Hamilton III	Siata-Buick V8	1				
3	212	20	Dane, Steward	Dane Triumph 500					2
4	101	44	Morrow, Harry	Cooper MK-V					3
5	40	52	Raville, Clarence	Riviera Spec.		1			
6	164	113	Bishop, Noble	Crosley Special				1	
7	57	1L32	Turner, Walt	Porsche 550 Spyder		2			
8	87	2L38	Patterson, Dean	Crosley Spec.				2	
9	14	3L53	Thormin, Dave	Thormin Spec.					4
10	103	67	Critchlow, Ces	Jaguar XK-120M	1				

*2B, 1C, 3F, 1G, 3H, 6 III—16 starters. Did not finish—37, Miller, Don, Triumph Special, (?); 68, Lamoureux, Terry, Nonpareil (III), Magneto failure; 99, Jacobsen, L. P., MG NA (F), broken axle; 104, Trimble, Dick, Cooper VI (III), engine seized; 149, Sutton, Bob, Siata Spyder (G), bottom of pressure regulator came off; 229, Proctor, Clem, Chrysler Spl. (B), black-flagged for spilling gas and oil.

RACE NO. 10—Under 1500cc Main Event. Time, 59:45. Laps, 33. Avg. 72.73. Miles, 72.6.

						F	G	H
1	50		Miles, Ken	Porsche Spyder		1		
2	118	22	Kunstle, J. P.	Porsche Spyder		2		
3	00	98	McLaughlin, John	OSCA		3		
4	159	1L58	Eschrich, Dr. Wm.	Lotus MK-IX		4		
5	56	96	McHenry, Dr. T.	Porsche Spyder		5		
6	169	102	Porter, John	Porsche 550 Spyder		6		
7	211	2L26	Ginther, Richie	Porsche Spyder 550		7		
8	8	30	Miller, Norris	MG Special		8		
9	55	34	Oddous, Jean	Lotus MK-VI			1	
10	26	3L12	Hand, Bud	MG Special		9		
11	86	41	Johnson, Dale	Porsche Carrera		10P		
12	77	46	Forbes-Robinson	MGA		11P		
13	180	85	Hills, Jay II	Porsche Carrera		12P		
14	97	4L4	Donner, Bob	Porsche Spdstx.		13P		
15	165	94	Wilder, Jack	Nichols Panhard				1
16	110	97	Dixon, John	MGA		14P		
17	164	99	Bishop, Noble	Crosley Spec.				2
18	35	107	Hogan, Dan	MGA		15P		
19	142	5L1	Betes, Manuel	Seifried Crosley				3
20	175	12	Shulman, Robert	MGA		16P		
21	129	38	Austin, Jerry	MG-TD		17P		
22	126	48	Royle, James	MGA		18P		
23	141	53	Sinclair, S. E.	MG-TD		19P		
24	75	77	Stevens, Arden	Panhard Spec.			2	
25	47	6L20	Dait, John	MG-TF		20P		
26	34	37	Enoch, C. K.	Crosley Spec.				4
27	114	95	Bucklein, Stan	Panhard Nichols			3	
28	128	7L8	Snow, Dr. Doug.	Nichols Panhard			4	
29	58	18L101	Parker, Ed	Renault Sedan				5P

27F, 6G, 7H—40 starters. Did not finish—24, Barker, Ed, Porsche SS, spilling oil; 32, Holbrook, Bob, Crosley, broken spider gear in differential; 79, Sousa, John, MG Spec., valve trouble; 98, Hudson, Skip, Alfa Romeo Spyder, broken front end frame member; 111, Landaker, Hal, Fiat, hit by another car, closed air intake and broke brake line; 119, Plass, Bob, MG Spec. hit on right rear wheel, acting squirrely; 138, Scurlock, Robert, MGTD, (?); 153, Brumby, Jack, Alfa Romeo Spyder, forgot to take off emergency brake; 161, Willis, Charles, Lotus IX, spun out, battery dead and couldn't restart; 188, Hamilton, Hal, Porsche Am. Sp., oil cooler leak, 333, Smith, Dave, Moretti, swallowed valve.

RACE NO. 11—Women's race. Time, 16:04. Laps, 8. Avg., 65.75. Miles, 17.6.

						D	E	F	G	H
1	39		Lowe, Marion	Frazier Nash Br.		1				
2	253	30	Levy, Ruth	Porsche 1600SS		2				
3	193	45	Shutes, Betty	Porsche 1600SS		3				
4	00	71	Buchanan, Meyera	OSCA				1		
5	28	103	Alexander, Roz	Austin Healey	1					
6	164	115	Bishop, Mary	Crosley Spec.						1
7	196	118	Baker, Sunnie	Porsche Sup. Spdstr.				2		
8	84	133	Doushness, Ruth	MGA				3		
9	110	1L5	Dixon, Marie	MGA				4		
10	190	9	Wilson, Ethel	Triumph TR-2			4			
11	129	38	Lawrence, Cosette	MG-TD				5		
12	82	56	Cano, Louise	Lancia-Spyder	2					
13	111	70	Landaker, R.	Fiat					1	
14	157	2L96	Wise, Louise	DKW Sedan					2	

1Cp, 2Dp, 4Ep, 1Em, 4Fp, 1Fm, 1Gp, 1Hm.—16 starters. Did not finish—95, Sims, Virginia, Tr3, lost oil pressure; 108, Givens, Carol Ann, Jaguar XK140MC, spun on first lap.

RACE NO. 12—Over 1500cc Main Event. Time, 60. Laps, 34. Avg., 74.80. Miles, 74.8.

						B	C	D	E	F
1	6		Murphy, Bill	Buick Kurtis V8	1					
2	118	87	Kunstle, J. P.	Porsche Spyder						1
3	70	98	Balchowsky, Max	Morgensen Spl.	2					
4	51	113	Woodward, Fred	Jaguar Spl.		1				
5	121	1L34	Kingsley, Michael	Merc. Spl.	3					
6	50	50	Miles, Ken	Porsche Spyder						2
7	211	54	Ginther, Richie	Porsche Spyder						3
8	11	64	Von Neumann, J.	Ferrari				1		
9	181	2L16	Porter, Chuck	Mercedes 300 SLS				2		
10	103	17	Critchlow, Ces	Jaguar XK-120M	2					
11	54	33	Douglas, Jack	D-Jaguar	3					
12	18	62	Blackwell, Carlyle	C Jaguar	4					
13	59	63	Oker, Bob	AC Ace Bristol					1°	
14	39	71	Lowe, James	Frazer-Nash Bris.					2°	
15	38	82	Bates, Jack	Mercedes 300 SL				2°		
16	89	3L5	Gurney, Dan	Porsche					3°	
17	152	66	Spears, Geo.	Porsche Su. Spdster					4°	
18	124	97	Firestone, Jim	Frazer-Nash Bris.					5°	
19	9	4L1	Friedlander, Bill	Austin Healey 1003						
20	22	4	Bloemendaal, Gil	Austin Healey				5°		
21	331	32	Shipman, Dick	Austin-Healey 100S					6°	
#	145	65	Spencer, Lewis	Morgan TR-3						
#	25	70	Jackson-Moore, R.	Austin-Healey 100S					6°	
22	131	85	Parkinson, Jim	Austin Healey				7°		
23	213	91	Winberg, Charles	Morgan TR-3					6°	
24	69	5L9	Waller, Bob	Jaguar XK-140MC				5°		
25	1	81	Leyden, Bill	Triumph TR-2 Sp.					7°	
26	166	6L47	Dickson, Rob	Mercedes 300SL					8°	

*Prod. cars. #Disqualified because not eligible for race 12.

4B, 5Cm, 1Cp, 5Dm, 6Dp, 3Em, 5Ep, 4F—33 starters. Did not finish—12, Cleye, Rudy, 300SL, rocker arm lock broken; 19, Bondurant, Robert, Morgan, lost clutch; 27, Krause, Bill, "D" Jaguar, lost oil pressure; 36, DeBlanco, Joe, AH, dropped valve; 144, Vose, Hamilton, Siata Buick V8, (?); 159, Eschrich, Wm., Lotus, transmission, trouble, oil in cockpit; 186, Crafton, Earl, AH-100S (?).

170 starters, 38 did not finish.

23:50, Laps, 12.

C D E

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00M 1 2 3 4

C 1 2 3 4

C 3 4 5 6

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Myra's Clipboard

By Myra Jones

PIT GLEANINGS FROM
SANTA BARBARA RACES

Paramount Ranch Road
August 18-19
California Sports Car Club

GEOFFREY TREVITT in Dr. Troy McHenry's Trojan Special No. 156 almost bounced into Paramount Lake, just missing the water after rolling over three times. When he lost it, he reached for the grab bar on the other side of the car and ducked until he stopped rolling. He normally sits low in the car and the back was high enough to protect him. He had a slight scratch on his hand. In the main event, Dr. McHenry hit the dirt which had collected along the dog-leg between turns 4 and 5. He couldn't get any cohesion with his Porsche Spyder and it slid sideways for about 200 feet. It finally spun and ran into the hillside. Again no injury but some bent machinery. He ended up with two badly bent cars at the end of the weekend. As a result he received a bad bent up trophy as a Hard Luck Award from the Pacific Sports Car Club.

NOTE: Any nominations for the Hard Luck Award will be gratefully received by the CLIPBOARD during any week-end of racing. If you have a nominee, stop me and tell me all about it.

No. 159, Dr. William Eschrich had ignition trouble on his Potus during practice, but managed a fourth in race 5. He requests the return of the clock at the S-F line because he can't count the fingers held up by the starter.

Bob Weller, No. 69 Jr., a TR2, was called Sandy's Dream. His Jaguar is waiting for a crankshaft from England. No. 253, Ruth Levy, came into the impound area during practice dragging a cone under her Porsche. It took quite a tug from one of the technical inspectors to unhook it. Mary Davis has been jinxed with her Porsche 1600. No. 49, Bob Drake was practicing with it when the push rods and valves went out. I understand it is a mess but will soon be good as new with George Dillaway and his crew working on it.

John Edgar's cars had troubles. No. 188 the Porsche with Jack McAfee driving, had the carburetor manifold studs break off during practice. They had to borrow an easy-out from Elmer Ballard to get the studs out and then drill holes to put a bolt in. During the main event, Jack had to drop out when the throttle linkage broke on one carburetor. No. 98, the Mercedes with Harry Jones driving, lost oil and he didn't finish. Gordon Crowder had a sign on his No. 15 Porsche 1600 saying, "Please, not too close—Betty said to be careful."

No. 200, Dorothy Deen's TR3 engine blew up after tech inspection on Thursday night. They couldn't get it ready for the week-end. Bob Bondurant lost the wheel bearings on his Morgan No. 19 in practice. Norm Hotchin sent out an SOS. Bob Koskoff offered his car and they took out the wheel bearings to replace those in the third race. No. 19 was the first Morgan in race 3. He took third in class, 5th overall. Everything went well in the main event until he lost his clutch with only 2 laps to go.

No. 51, Fred Woodward, Jaguar Special, stripped the distributor drive gear in practice. He rushed home Saturday afternoon and had it ready for the consolation Sunday. He took first in class in the consolation, third in class in the main event. No. 17, Doug Smith had some expensive noises in his MGTD after 8 laps in race 2, so he staggered into the pits and was through for the week-end. No. 31, Jean Oddous was struggling with a slipping clutch on Saturday with his MG but he finished. On Sunday he was leading the pack when his clutch pedal stuck on the floor for about 3 laps. Finally, when he hit the brakes, the clutch would release and he finished the race.

No. 178, Ody Fellow's MGTF gone out during practice. He went one lap in race 2 and threw a rod. He took third in class in the consolation. Sam Taylor's MGTD, No. 237, disintegrated with too many noises, so he stopped on turn 1 after 5 laps. They took the car home Saturday night, borrowed an engine from a member of the pit crew, installed it and raced in the consolation Sunday. He took 2nd in class. He tried the main event but the engine was over heated. Norah used the car for the ladies race but it apparently wasn't running too well.

No. 42, the MG Special entered by

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Joseph Goss, Jerry Richards and Duane Feuerhelm had heating problems. When they checked it out Saturday night they found a crack in the block which they tried to seal with some sodium silicate, but it lasted only one lap in the consolation. Jack Greenaway drove the second car to go into Lake Paramount, No. 79 Triumph TR3. It rolled partially into the water. Really wrecked. Jack was uninjured.

Harry Morrow, No. 101, Cooper MK III, went into turn No. 5 too fast. He left the road, rolled tail over nose, and landed upside down in a 12-foot gulley. Harry came out safely, thanks to his roll bar.

No. 77, Ken Swanson, loaned his car to E. Forbes-Robinson, since all Robbie's mechanics were at Bonneville and couldn't get his car ready. Robbie was third in race 2 after he had broken off the handle of the gear shift at the start of the race Sunday he retired with a blown head gasket. No. 30, Walt Turner, threw a rod in practice on his little Moretti. The master cylinder on the clutch of the Kurtis T-Bird, No. 14, went out during race 6. The owner driver, Alexander Buduring from Tucson, took it to Max Balchowsky of Hollywood on Saturday night. Max worked on it until 2:30 a.m. and had it ready for Sunday. In the consolation, Alex took 2nd in class and third overall; he didn't run the main.

No. 26 made a quick pit stop in the consolation to change drivers from Bud Hand to Dr. Alan Kerns. Alan evidently wanted a chance to drive the pretty new orange MG Special. Don Miller had trouble with the black flags in the consolation. He was driving the Triumph Special No. 37 when it started losing one of the exhaust pipes. He misunderstood directions and went to the starter for instructions. Since he couldn't see the pipe there was quite a discussion about his problem. He finally pulled off the pipe, re-entered and was black-

BRYAN AVERAGES 92.7 MPH, WINS

MILWAUKEE, August 26 — Jim Bryan of Phoenix, Ariz., averaged 92.7 m.p.h. today as he won the 250 mile national championship big car race at State Fair Park amid showers.

Bryan won \$7200 from a purse of \$37,620. Jim Reece and Rodger Ward were second and third.

flagged again when the other pipe began dragging. After more discussion this was removed and he finished the race.

No. 75, Rex Huddleston, in a Lotus Maserati, made a pit stop to change plugs and later went over a bank and bent the car. George Dillaway, No. 105 MGTF, made a pit stop to fix a loose spark plug lead. Nick Jay had two dents in the back end of his MGA No. 177 where he had been nudged by two different cars. He made a pit stop to fix a spark plug wire which had come loose when a piece of the plug chipped off. Ed Barker made a rapid pit stop in his No. 24 Porsche to take on a quart of oil. As he rolled in he was reaching back to release the bonnet latch. Bill Krause had a beautiful white wool blanket with satin trim to cover his D-Jaguar No. 27.

Richie Ginther took the engine out of John von Neumann's Porsche Saturday night. His mechanics worked until 3 a.m. taking it apart and put in a new set of rings. They were so happy when Richie won that they lifted him bodily out of the car, and carried him back to the pits. The mechanics were Herman Brien, Erhard Zedelmayer and Rolf Wuehrlich.

No. 130, Harrison, Evans' Ferrari had dents in his fender from nudging too close to Dr. Eschrich's Potus No. 152 in the main event. Mary Davis overshot third gear at the start and then her brakes locked on her three times. She was driving No. 149 TR2. Alan Ladas, Fresno, had a tricky exhaust system on his Anglia No. 136. It came out in front of the rear wheel, went up over the wheel along the fender and ended in a large funnel. Mike Hoover suffered burned hands after trying to lift Harry Morrow's car by the fire exhaust pipes.

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• Up the Straights

By Jim Mourning

HOW ABOUT COMPETITION PILOTS SERVING AS JUDGES?

COME with us to the car spas, Hedy, and let the still helmeted denizens of Blarney Castle, Coach and Horses and like establishments breathe unto you the wonders of Paramount Ranch. It was, admittedly, an unqualified success, but there was sadness in our heart at some of the things we saw.

First and foremost, leave us all subscribe to every major metropolitan newspaper. Obviously, they are in dire need of the money and it brings tears to our eyes to realize the situation is so desperate that they must be staffed by downy-cheeked lads. By this, we mean those that have more down on their knees than on their cherubic cheeks.

While puttering around our new Morgan trying to make Fangio-type noises, we spotted at least 10 bearers of press and photog passes who were obviously under 16. Some of these were even in the "what are girls?" age bracket. And from what we hear from top photographer Bob Rolofson, they were thicker than buttermilk highballs right smack gedab in the danger area of turn five.

Having once handled the job, we know that all is not bliss in the press relations racket at these races. But, in all seriousness, something must be done. One child added to road racing's casualty list could end the sport forever in this state.

BLACK FLAG UPROAR

Secondly, we were most grieved to hear the hoarse chorus that has been rising over black flag activities at recent events swell into a disturbing crescendo. Perhaps

things were quieter at Santa Barbara, which was run after this was written. But whether they were or not, we hereby mount the soap box alongside those beseeching that something be done.

We do not, of course, take exception to the remarks made by starter Cy Yedor. When in doubt, to coin a cliché, it is better to be safe than sorry. But couldn't something be done to diminish the area of doubt?

Not that we wish to blast the present judges. They took a nasty job that nobody else would touch and have been sincere and diligent in performing their duties. Under the capable leadership of Al Moss, they made a useful job out of a meaningless and usually honorary title.

But the moaning and groaning filling the air are likely to flower into a major issue at the present rate of growth. And road racing needs another hassle like this scribe needs a square wheel on his new bomb.

JUST DON'T KNOW

We don't have the space to go into details, but we think we can put a finger on one of the basic problems by pointing out that at a recent event we actually heard a judge report a man for putting his car into a four-wheel drift! Of course, he didn't recognize it for what it was and blamed the car's actions on erratic driving.

Undoubtedly, this judge was very sincere, but he just plain lacked the background to enable him to properly judge driving techniques, the safety margin of a corner or the potential of a track.

Der Cherman Grand Prix:

MR. FANGIO KEEPS ROLLING ON AND ON

By Henry N. Manney III

MOTORACING Staff Correspondent

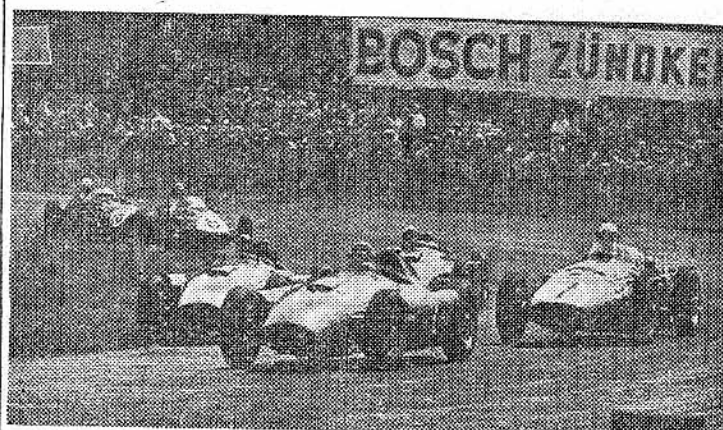
ADENAU, Germany — Once again, and indubitably on a driver's course this time, reigning World Champion J. M. Fangio just about wrapped up this year's championship as he outdrove everyone in sight with a V8 Ferrari-Lancia to win the German Grand Prix here recently.

Stirling Moss finished second, and Jean Behra was third.

Just to give the Visigoths something to look at on the morning of the big race, the AVD also laid on several sports car races which proved once again (1) Giuliettas can beat 1300 Porsches (2) Carreras can beat Supers (3) 300 SLs can beat a Jag that boils (4) Hans Herrmann mit factory Porsche can beat Moss (1500 Maserati) and Salvadori (1500 Cooper climax) on that course but not by much. However, after lunch everybody put the worst away and crowded to the fence, for no less than 20 rennwagen were going to bob for the big apple... these included five V8 Ferrari-Lancias (with license numbers yet) driven by Fangio, Collins, Castellotti, Musso and De Portago; Hawthorn was not driving following a silly squabble with the bone-headed organizers over insurance; three works Maseratis with Moss, Behra, and Maglioli; two Gordinis of Manzoni and Milhoux, no less than nine private Maseratis and one lone some Ferrari four-banger. However, the private owners looked forward only to a nice relaxing ride as both Fangio and Collins had unofficially cracked Lang's 17-year-old record in practice.

COLLINS TAKES LEAD

After the normal amount of creeping, the starter dropped



FINE ACTION shot catches the field rounding the first corner in the recent German Grand Prix. Peter Collins leads in a Ferrari, with Juan Manuel Fangio, Ferrari, on the inside. Stirling Moss (7), Maserati, is on the outside. Behind Collins is Eugenio Castellotti, Ferrari. Fangio won, with Moss second.

the flag to keep from being run over and everybody laid rubber for the South Curve. Collins must have laid more than most because he was first in, first out, and with Fangio, Moss and Castellotti at his heels, screamed by behind the pits as if Auld Reekie was arter him. The same sulfurous gent must have peered in Fangio's mirror, too, for by the Swedenkreuz, El Chueco had nipped in front and stayed there.

Nevertheless, the boys were so hard on his tail that on the second lap he broke the lap record with 9:51 for the 14-mile circuit, but could not shake Collins and Moss; however Eugenio C. lost his grip on the invisible towrope and altered the snoot of his Ferrari and after spells of bodywork interspersed with fiending, the automobile retired at the pits. This jolly place had already become populated with such worthies as Gould, Maglioli, Searlatti, Manzoni and Salvadori, so Castellotti pulled his rank on Musso and grabbed his ride.

SNAP LAP RECORD

While all this was occupying the pit steward Moss and Collins were taking turns breaking the lap record trying to catch Juan Manuel, with Peter winding up with a gaudy 9:45.5; unfortunately, his tank split wide open and another Ferrari was out. De Portago, who was hold-

ing down fourth behind the steady Behra, was promptly flagged in and Collins set off once more. The pace had been so fantastic for cars tired from a season of racing that by the half-way mark there were only 12 left.

First private runners were Schell and Halford, in their Maserats, in fifth and sixth, respectively.

Fangio was taking no chances that the calm Moss would get by him and on the 10th lap turned 9:44.9. The 13th lap put Schell out and poor Behra broke a tank strap and had to come in, while Collins and Castellotti tore by.

FANGIO ROARS

Fangio must have felt somebody breathing on his neck, for he knocked 11 seconds off the lap record with 9:41.6 (141.2kph), which so geschut-tled the other two Ferrari boys that they forthwith slid off into the ditch.

Englishman Halford, who had been driving a very skillful race but had gotten off the course and received unauthorized assistance getting back, on had every conceivable color of flag waved at him, but since he had lost, most of his exhaust system was all giggled up on the fumes and couldn't have seen the Andrea Doria, with or without radar. He finished but wasn't classified.

SACRAMENTO RACES SET

The second annual Sacramento road races will be held Saturday and Sunday, Sept. 29 and 30, on the 2.1-mile course at the State Fairgrounds. A record crowd is expected for a Concours d'Elegance and four qualifying races scheduled for Saturday and four main races on Sunday.

Sam Weiss, whose flawless driving earned him a double victory at Arcata last month, will do double duty as SCCA race chairman and as a leading contender for the under-1500cc race.

The tight circuit, located on the outer perimeter of the horse track through paved streets, between buildings and on tree-lined avenues interspersed with

three narrow straightways, is a picturesque one. It is a twisty course with nine turns.

Kennett Allard of the Sacramento Suburban Kiwanis stated that beautiful Lorna Anderson, selected as Miss Sacramento County and also as a Maid of the California State Fair, will reign over the race as queen.

Concours entries may be sent to Chuck Marsh, or Houston Walsh, P. O. Box 1235, Sacramento.

The race is sanctioned by S. F., SCCA and sponsored by the Suburban Sacramento Kiwanis and Sacramento Sports Car Club for benefit of their general charity for underprivileged children.

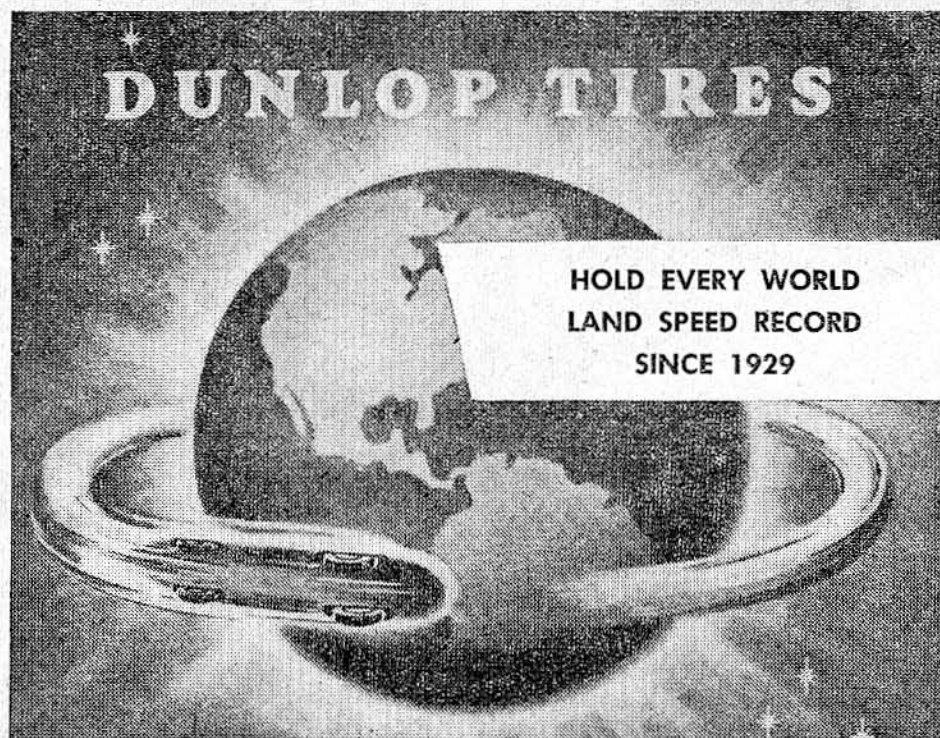
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MURPHY, MILES WIN AT SANTA BARBARA

(Continued from Page 1)
from Carmel, piloting a class F car as compared to Murphy's class B—Al Hosking's Porsche Spyder. Murphy averaged 74.80 mph for the one-hour race around the 2.2-mile course.

Second rightfully belonged to Max Balchowsky, the ace Hollywood mechanic, who coasted in (yes!) to third place in the parboiling Buick-powered Morgensen Special, six carbs and all.

Fred Woodward, consistently up among the leaders in his Jaguar Special, took fourth. All the rest from the field of 28 finishers out of 36 starters were lapped in the "thriller," including fifth-place finisher Michael Kingsley, driving a big class B Mercury Special.

From there on down the foreign machinery was more conspicuous—Ken Miles, Porsche Spyder; Richie Ginther, ditto; Johnny von Neumann, 3.5 Ferrari (passed on the backstretch on Saturday by the Eliminator hot-rod); Chuck Porter, Mercedes 300SLs, etc.

FIELD ROUTED

Murphy went like John the Grizzly, to quote a new platitude, down the backstretch and laced all the "competition" so soundly that it was pathetic. You can't condemn the man, though—he couldn't do more than win! And it was no fault of his that J. M. Fangio wasn't around on the premises.

The hard-luck kid was the popular Balchowsky, in the job in which Eric Hauser won on Saturday at Paramount and took second behind Evans on Sunday.

Max took over second on the 22nd lap after young Bill Krause, who had followed Murphy for 21 tours, went out when his D-Jaguar lost its oil pressure.

With Murphy having nobody to blow off, Balchowsky was picking up about one second a lap when, with eight laps to go, he ran out of water. With two whirled to go, his heat gauge registered 270 degrees!

And coming out of turn eight on the very last lap, the Morgensen blew but good—seized is the word—cracked head and pistons. He never thought he'd finish, so he shoved it into neutral and coasted in. It was during this painstaking operation that Kunzle overtook him for second place.

A HOT CAR

The Morgensen's temperature at the finish was 290 degrees!

Kunzle was 10th the first time around, but by the end of the fourth was fifth behind Murphy, Krause, Woodward and Balchowsky. He held this spot until the 21st, when Krause went out, gaining a notch and maintaining fourth until the 29th, when he passed Woodward to move into third behind Murphy and Max. And then he nailed Balchowsky on the 34th and final lap.

Kingsley gained three places, from eighth to fifth, during the final 14 laps.

Noteworthy was the performance of the first production car to finish out of a field of 10—Bob Oker, in Ed Savin's brand new A.C. Ace Bristol, 13th overall and class E victor. He belted two Mercedes-Benz 300SLs, one Jaguar XK140MC, three Austin-

Healey's, two Porsches and one Morgan, which is not bad for a 1991cc mount.

Ken Miles had it all to himself in the under-1500cc semi-main for modifieds. He won in von Neumann's finely-tuned Porsche by 22 seconds from Kunzle, with Johnny McLaughlin third in George and Meyera Buchanan's nifty new OSCA. More than a lap behind, in fourth, was Dr. William Eschrich, Lotus Mk IX, followed by Dr. Troy McHenry, Porsche Spyder.

Richie Ginther seemed to have trouble with the von Neumann Spyder assigned to him, and could do no better than seventh behind the aforementioned quintet and Johnny Porter, driving his usual sane, methodical race, also in a Spyder.

A HOT FOOT!

Miles, who wound up with a burned foot as the result of gas dribbling on his foot from a cracked petrol tank, muttered into the radio mike at race's end, "Yes, Kunzle gave me a helluva race."

The Britisher averaged 72.73 mph for the one-hour go.

In this race you have to give Jean Oddous a plug. Forsaking the MG, he drove a Lotus MK VI which he bought from Ed Freutel and finished ninth overall and first in class G ahead of 12 class F cars and three others in G. He was also ninth overall and first in class in Saturday's under-1500 for modifieds.

As at Paramount, Bruce Kessler, who is leaving the local scene to go to work (!) in New York, turned in a stunner. Starting far back of the pack in his little Cooper, he was the overall winner in the consolation for modifieds. And Stewart Dane, in a homebuilt 500, and Harry Morrow, Cooper, were third and fourth.

Bruce averaged 65.65mph for 12 laps.

Ruth Levy met more than her equal in the person of veteran Marion Lowe, of Santa Cruz, whose Ferrari-sounding Frazer-Nash Bristol knocked off the Porsche by a good 30 seconds in the women's eight-lapper.

Jim Parkinson, Austin-Healey, and Dale Johnson, Porsche Carrera, drove good races to win the over-1500 consolation production and under-1500 consolation production 12-lappers, respectively.

BETTER RACES

From the spectator's standpoint Saturday's action, viewed by some 3500 paid fans, was much better. In the 12-lap big race, Murphy spun on the first lap, losing 20 seconds which he never was able to make up. Krause led all the way and won it by only one second from Murphy, who came from far back after his disastrous first

lap to take fifth on the second tour, third on No. 3 lap and second by the end of the sixth. But he just couldn't quite make it, running out of time.

Woodward was third, and then Frank Livingstone in the Eliminator, ahead of von Neumann's Ferrari!

Even the under-1500 was a better race on Sunday, Miles snaring this one over Ginther by the margin of one second, with Kunzle third for a 1-2-3 Porsche deal.

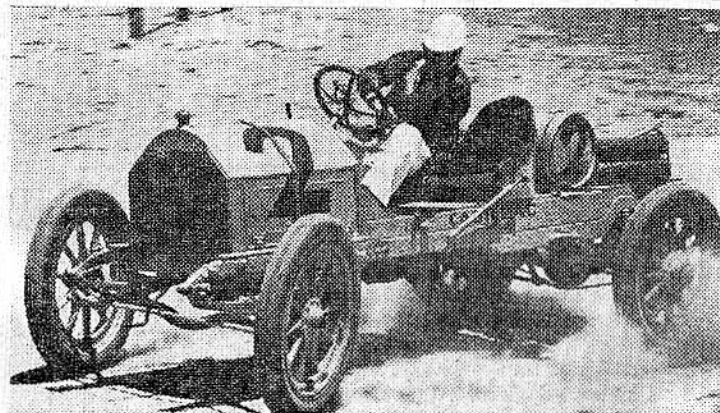
Rudy Cleye, Mercedes 300SL, nabbed the production over-2000 race; Bob Oker, A.C. Bristol, production 1500-2000; Ed Barker, Porsche Super sedan, production 1300-1500; Jack Brumby, Alfa Romeo Spyder, production under-1300 and Fred Woodward, Alfa Romeo sedan, production sedans up to 1500.

Races were sponsored by the Cal Club and the Santa Barbara Junior Chamber of Commerce.

HANKS 1st IN MERC; RAIN CUTS RACE

MILWAUKEE, August 23 — Sam Hanks of Pacific Palisades, Calif., drove a 1956 Mercury to victory in a rain-shortened 200-mile stock car race at the Wisconsin State Fair today. Jim Bryan, Phoenix, was second.

John Mantz, Duarte, Calif., and Chuck Stevenson, Garden Grove, Calif. were third and fourth respectively in 1956 Fords.



THIS OLD-TIMER will be seen in action at fourth Veteran car race Sept. 8-9 at Catalina Island. Piloting the 1912 Cadillac will be Phil Curry, former local SCCA president.

VETERAN CARS RACE SEPT. 8-9

The "hot ones" of yesteryear go again September 8-9 at Catalina Island in the Fourth Veteran Car Race.

Jesus Chavez, Mexico's best; Henry Banks, National AAA Champion, Walter Rosenthal, Phil Curry, Howard Campbell and Lindley Bothwell will be firing such cars as the 1914 Ford, 1912 Cadillac, 1910 Buick and a 1907 Packard over Catalina's mountainous 10-mile dirt and paved course.

Spectators will be able to see the start and finish within a block of each other. Trophies are being provided by the business men and merchants of Avalon.

Lindley Bothwell, old-car collector and winner of the first Catalina Island Veteran Car Race in 1952, will be urging his 1907 Packard.

Entries:
1914 Ford No. 7, Walter Rosenthal; 1912 Cadillac No. 2, Phil Curry; 1914 Ford No. 11, Howard Campbell; 1914 Cadillac No. 14, Jesus Chavez; 1910 Buick No. 10, Henry Banks; 1907 Packard No. 15, Lindley Bothwell.

WHAT CONTROVERSY? You have cooked up a delightful Babbitt stew. The controversy between the LA and SF groups should make for greater circulation and bloodshed. It was good to see Ginther, Pollack, Reventlow and von Neumann here for that recent race.
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PistoNotes

By JULES DELANCEY

Did you lamp the nice layout Society Editor Wanda Henderson had in her L.A. Mirror-News column after the Paramount races? Classy pix of Ruth Levy, Linda Scott, Meyera Buchanan, Mary Davis and Connie Oswalt. And a couple of days before Assistant City Editor Art White, a driver, had a terrific feature on sports car racing.

The famed Pete Woods No. 170 D-Jag has been sold to a real aficionado, Ronnie Milosevich of Arcadia, who had Harold Erb tooling it for him at Paramount Ranch.

Pete, the La Habra phenom who turned pro at Kingdon—and it was a tough loss for the "amateurs"—is just itching to be back in the club events. So are a lot of others who left the "amateurs" of their own volition or were axed.

Woods is so anxious to get back in harness that he will post a bond, guaranteeing that he will not switch to the pros but will remain as a club competitor.

Eddie Russell, the Headman at ye Coach & Horses, has taken unto himself a pretty new bride. She is the former June McMonigal, and she is fast becoming a sports car filbert. How can she miss!

Genuine credit to the sport: Bill and Linda Scott of Malibu. Both drive the No. 97 MG TD—one of those credit-to-the-game

owner-driver combos who drive their car to work, to the market and at the races—and have real fun. They've been driving for three years. Bill is Hollywood manager for Simca.

Lady wants to know if Richie Ginther is a former jockey and how long has he been driving? a) No; b) He has been driving two years, is 26 years old.

Ken Miles was set to drive a Porsche on Sunday at Paramount. It was the Bill Darnold PRO Spyder. Did Ken, a CSCC officer, know it was a pro job and was he ready to drive cognizant of that? Ken answered this way after the races: "The club officials REMINDED me it was a professional car."

The press had it made for the SCCA races up in Arcata. A 40-ft Flamingo Mobile Home, furnished by Bill Marks of Franklin Trailer Sales, Eureka, served as an elaborate pressroom at trackside.

Cal Howard, the sports car aficionado, cartoonist (see Page 5) and TV comedy writer (Truth or Consequences), is on the way to becoming a pop again. He and wife Ellen are the parents of a boy, 20, and a girl, 13. Bravo!

Bill Kiner, the Corvette pilot from San Diego who has been active in the worthy Road Race Training Assn., has moved to L. A. He has a new post in the Arnolt Corp. Aeronautical Division. Welcome addition to the local colony.

Public relations-minded Carl Gardner of Gardner-Reynolds, the Dunlop tire firm, set up press HQ at a Valley motel for the Paramount races. He really did it up fine—even to the extent of hosting a group at a burleycue. Carl's hangover remedy is peerless!

Opening of new sales premises for Competition Motors, Hollywood Volkswagen-Porsche distributors, was on a genuine class level. Johnny and Eleanor von Neumann went all-out. Press and dealers lauded the swank new layout at 1219 N. Vine St. Among guests those on hand were G. H. Lange, managing director of Volkswagen of America, San Francisco regional office, and Ed Walsh of the SCCA National Contest Board.

There were about 15,239 people at the second day of the Paramount races, of which 15,231 were photographers! . . . Marvin Reichler, the well-known sports car photog, is now selling Fords at McCoy Motors, Anaheim . . . The Italian Lambretta motorbikes made a big hit at Paramount. Live-wire John Malone, the public relations phenom, got Ray C. Cotton to make the neat two-wheelers available to newsmen covering the races.



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EAGLE EYES—Pit signals keep Jack McAfee, the SCCA National under-1500cc point leader, posted at Paramount. Left to right: John Edgar, bossman of the No. 1 Southland scuderia; Harry Jones, who drives a Mercedes-Benz for Edgar, and Carl Gardner, the Gardner-Reynolds Dunlop tire chieftain.

RETREADS FOR RACING O.K.'d

New racing retreads, similar to the Dunlop R1 and R2 design, are now available to all motorists, it was announced by Carl Gardner of Gardner-Reynolds, Inc.

All tires are retreaded according to latest specifications issued by the Sports Car Club of America. Earlier, the SCCA had banned recaps, retreads and other tires, but the Golden West Rubber Products Co. and National Association of Independent Tire Dealers backed up Gardner's claims that retreads were quite safe and the SCCA revised its thinking.

Incidentally, it is worthy of note that Golden West was induced to design a rubber stock placing the accent on traction, not mileage, by the late Billy Vukovich, two-time Indianapolis victor. Vuky assisted with the formula and was testing stock cars and midget autos equipped with special retreads early last year.

"Vuky not only was a great driver, but a fine mechanic and all-around automotive man," Gardner pointed out. "The all natural rubber compound we use is an improved version of Vuky's formula, giving the wear and traction factors equal play," he said.

The retreading service is available in nearly 40 different tire sizes ranging from 1:55x4 to 8:00x15. Six to eight weeks are required for manufacture. "Each tire tread must be hand-engraved," explains Carl. "For best results, we urge motorists not to wait until the tire is smooth, but to bring them in while there's some tread showing."

Additional data is available at Gardner-Reynolds, 4758 E. Olympic Blvd., or at the G-R

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Time Trials Aid Novice

Aided by some of Southern California's most capable drivers and race officials, a host of novice drivers added immeasurably to their skill and experience during the third Field Training Session of the Road Race Training Association recently at Mile Square, the Marine auxiliary field near Gard-

WORTHY PROGRAM

In the opinion of MOTORACING, the program of the Road Race Training Association is one of the best ever undertaken in this area to improve the technique of novice drivers through a sensible, educational program. Safety is the keynote in these time trials and controlled road races for the novice.

For further information on this worthwhile program, write to P. O. Box 264, Laguna Beach, Calif., or telephone FOrest 6-4087 (Los Angeles); BElmont 2-8944 (San Diego); HYatt 4-5810 (Laguna Beach). — Editor's Note.

den Grove. From the green flag by official RRTA starter Gene Ortnier at the start of practice to the checkered flag at the end of the day, "learning" was the keynote.

The course, basically triangular and approximately a mile in length, afforded typical conditions encountered in major race events. Instruction, both collectively during the drivers' meeting and individually throughout the day, was given by such well-known drivers as Dr. Troy McHenry, Johnny Porter, Dr. Edward Boyd, Ces Critchlow, Bill Kinler, Mel Allen and numerous others. Dr. Karl Brigandi, course physician, spoke on some of the safety aspects important to all, and Al Torres added some well chosen words of wisdom for the beginner from his many years of experience.

Class G & H mod.—Benck, D., MGTD, 1:14; G mod.—Watkins, J., MGTD, 1:13; F—Moore, J., Porsche, 1:08; E—Catron, J., Porsche 1600, 1:08.4; D—Bingham, R., Austin-Healey, 1:08.1; C—Soncrant, E., Corvette, 1:06; B—Larkin, J., Ford Spec., 1:07.3 Sedans—Kauer, J., VW, 1:24.2; Women under-1500cc—Dixon, Marie, MGA, 1:17.4; Women over-1500cc—McCormick, Margee, Austin-Healey, 1:18.2; Senior Drivers under-1500cc—Doushkeess, Wm. MGA, 1:12.3; Senior Drivers over-1500cc—McHenry, Troy Dr., Porsche 550, 1:01; Fastest Time of Day (under-1500cc)—James Moore, Porsche Super Spdstr. 1:08, over-1500cc, Dr. Troy McHenry, Porsche 550, 1:01.

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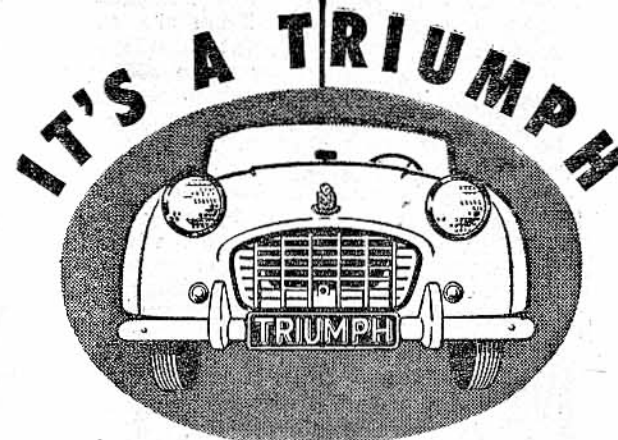
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Thompson Races

(Continued from Page 1)

brilliantly to finish third on the 1.5-mile course.

Hansgen wheeled a D-Jaguar which he shot into the front in the second lap and never was headed. However, John Fitch, in Briggs Cunningham's D Jag finished only three seconds back.

Carroll Shelby, rangy Texan who'd been installed pre-race choice, in a 3.5 Ferrari, got into trouble by hitting a dirt embankment on the first lap of the one-hour feature, losing about 30 seconds. He repeated at the same point about 15 minutes later when he was about 6½ seconds back of Hansgen. He remained out this time, blaming brake trouble for his grief.

All Sunday races were 1-hour events, while 10 lappers prevailed Saturday.

THE SUMMARIES:

First race (Classes F and G Production and Class F)—Overall: 1. John Clapp (Porsche Speedster); 2. Robert Grier (Porsche Carrera); 3. Lake Underwood (Porsche Carrera). Class G: E. Pupildy.

Second race (Classes E and D Production)—Overall: 1. Paul O'Shea (Mercedes-Benz 300 SL); 2. Les Cizak Jr. (AC Bristol); 3. Gaston Andrey (Morgan-TR 2). Class D: O'Shea.

Third race (Classes F, G, and H Modified)—Overall and Class F: 1. Masten Gregory (Porsche Spyder); 2. Paul Sagan (Porsche Spyder); 3. Frederic Proctor (Maserati 150S). Class G: Duncan Black (Lotus MG). Class H: Dolph Vilardi (PBX).

Fourth race (Class C Production)—Overall: 1. Harry Carter (Jaguar XK140MC); 2. Dean McCarthy (Corvette); 3. Richard Kessler (Jaguar XK140MC); 4. Richard Thompson (Corvette); 5. Robert Rubin (Jaguar XK120MC).

Fifth race (Modified over 2000 C. C. and unrestricted)—Overall: 1. Walt Hansgen (Jaguar D); 2. John Fitch (Jaguar D); 3. Masten Gregory (Ferrari Testa Rossa); 4. Tony Palmer-Morewood (Ferrari Mondial); 5. Ed Droesch (Austin-Healey S). Class C: Hansgen; Class E: Gregory. Class D: Droesch. Unrestricted, none finished.

Saturday Races

First race (Class G Production)—Overall: 1. E. Pupildy (Porsche); 2. Edwin Sprigg (Alpha); 3. Thomas Kerr (Alpha). Class G: Pupildy. M G Class: Henry Willard.

Second race (Class S Production)—Overall: 1. Lake Underwood (Porsche); 2. John Clapp; 3. Bob Grier.

Third race (Classes E and H Modified)—Overall: 1. Masten Gregory (Ferrari); 2. Tony Palmer-Morewood (Ferrari); 3. Paul Norair (Ferrari). Class E Modified: Gregory. Class H Modified: Dolph Vilardi (PBX).

Fourth race (Class E Production)—Overall: 1. Gaston Andrey (Morgan); 2. Bengt Soderstrom (Porsche 1600); 3. Frank McDonald (Arnold Bristol).

Fifth race (Classes F and G Modified)—Overall: 1. Paul Sagan (Porsche); 2. Duncan Black (Lotus MG); 3. Norman Christenson (Porsche). Class F Modified: Fagan. Class G Modified: Black.

Sixth race (Class D Production)—Overall: 1. Paul Oshey (Mercedes); 2. Arthur Simmons (Mercedes); 3. Gil Geitner (Austin Healey Mercedes); Class D: Oshey.

Seventh race (unrestricted category)—Overall: 1. John Dyer (Cadillac Special); 2. Rowland Keith (Cooper); 3. Bob Holbert (Cheetah).

Eighth race (Class C Production)—Overall: 1. Dick Thompson (Corvette); 2. Harry Carter (Jaguar); 3. Bob Rubin (Jaguar).

Ninth race (Class C Modified)—Overall: 1. Walt Hansgen (Jaguar D); 2. John Fitch (Jaguar D); 3. George Constantine (Jaguar D).

LETTERS TO THE EDITOR

(Continued from Page 2)

small, very small indeed, group, then I can foresee only its ultimate disintegration. And this would be most regrettable.

One final word about the great and noble "scrivener" Jim Mourning. Had he one ounce of fairness in his make up, he would have heard John's side before writing his tirade, but then, John has no way of "paying off" and I understand that Mourning receives considerable financial reward from the CSCC for his puerile efforts. Nuf sed?

Thanking you for your patience in reading this poor attempt at a letter and hoping that you may see fit to publish it, I am

J. F. Martin,

Burbank, Calif.

P.S. Always at home to such a magnificent "scrivener" as this comedian, Mourning.

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ON THE DEATH OF A DRIVER

(Continued From Page 2)

one of my closest and most respected racing companions, William "Pete" Snell, lost his life as a result of an accident involving the Triumph he was driving for a friend.

Certainly all of us who are connected with sports car racing and in particular those of us who engage in competition, understand with complete cognizance the possibilities that fringe on the danger line. We are flirting with a hazardous business and we know it. Perhaps it is because of our innate fear that we can generate such a love and compassion for the sport and for those who participate in it. Many of us have seen similar occurrences situate themselves to the sports car racing course before last Sunday; but, when it comes as close to the heart as this one did, the experience seems to magnify its proportions to the unbelievable level.

Myself and many many others were hit very hard with the news that Pete had passed away in the hospital. Even though we all knew Pete was very near death after the accident, we all seemed, in our own ways, to be holding the slight ray of hope that he would pull through; knowing full well, despite the optimism of the loudspeaker, that a dear and beloved friend had fought his last battle with the life that we all know so well.

Pete was often assigned a pit near to mine and it was mainly through and because of him that my racing esprit was correctly developed. I made it a point to get to know, quite well, the wonderful little guy who always called me "kid."

You could not have shaken the hand of a more likeable and dedicated individual—you could not have known a more gentle person. Pete Snell loved the sport in which he was engaging. It was an accustomed sight to see him grinding out the miles in a feature event in a production car, just for the love of competition and the sport. At Arcata he had intended to race his newly acquired Morgan in the feature event; No. 200 was only seen competing in the novice event, as Pete had loaned it to a friend. Pete was always ready with assistance and a good word for his cohorts and racing companions. His attitude, personality, experience and driving skill added up to one of the finest of a kind you could possibly hope to find anywhere. It can be truly said that he left us doing what he loved to do most, and, as I'm writing this, I'm realizing that Pete has gained the admiration of many, the pity of few and the respect of all. We have lost a close friend; he shall be missed.

Respectfully,

(Signed) Robert B. Cole, Lt., USAF

Driver, Modified Triumph No. 111

c.c.: Mrs. William Snell

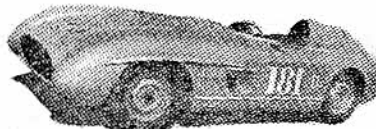
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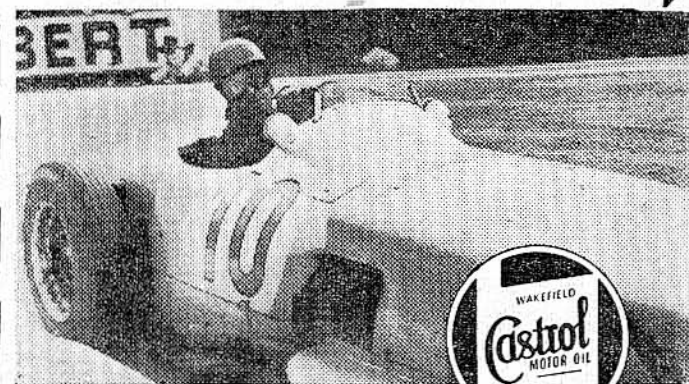


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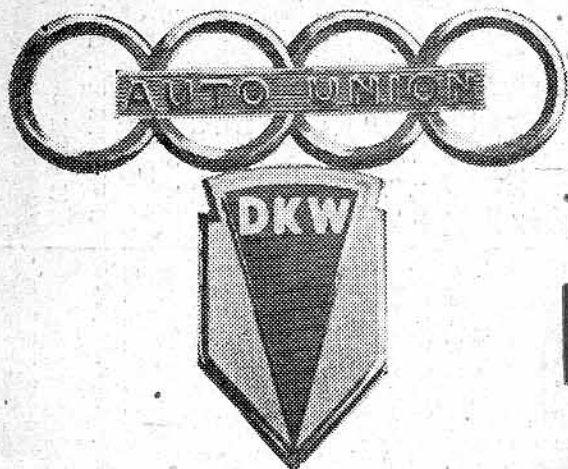
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